

**Marks Tey Parish Council Neighbourhood Plan
Consultation Statement – Appendices**

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Marks Tey Consultation Statement – Appendix one Comprehensive List of Engagement Activities

Date	Activity	Commentary
19 July 2015	1 st NP public meeting. At this meeting it was formally agreed to progress the NP for Marks Tey	<p>An RCCE report prepared on 26 July (RCCE attended the event) estimates that 150 people attended. 34 took part in a workshop session about this event. The RCCE report summarises the following priorities expressed by attendees:</p> <p>SUMMARY OF TOP PRIORITIES</p> <ul style="list-style-type: none"> 31 Provision of health facilities 28 Improved road network (A12 / A120 hinders local traffic) 18 Provision of parking to support retail 13 Water and sewage 12 Rural public footpaths 9 Commuter parking 8 Provision of a secondary school
16 September 2015	First NP steering group meeting	
15 October 2015	Second NP steering group meeting	
November 2015	Parish Newsletter	<p>This edition of the newsletter provided a report on work undertaken to date, & its 6 working groups. It is available to view at: https://www.marksteyparish.org.uk/wp-content/uploads/2019/12/8441402-12427223.pdf</p> <p>The Parish newsletter is printed normally every 2 months, and delivered to 1250 households by volunteers.</p>
December 2015	First NP Householder Survey	<p>This looked to rank aspects of the village, these being housing, job opportunities, leisure, transport, healthcare, shopping and education. In addition it looked to the future, asking how people viewed Marks Tey as a community, the quality of the environment, the best things about the village and what should be the two main priorities for the Neighbourhood Plan. Group members delivered the questionnaires, organised post boxes and collected the results for analysis. Their efforts brought in 331 responses. Appendix 2 to the Consultation Statement provides a summary of the results.</p>
March 2016	NP newsletter	<p>This newsletter described the topic groups identified by the NP group to date. It is available to view https://www.marksteyparish.org.uk/?page_id=36</p>

Date	Activity	Commentary
3 April 2016	Open Day at Parish Hall	This was a major event, with the aims being to encourage community involvement, distribute information, such as on the topic groups' activities, & find out peoples' views, so that the Steering Group could work out where it was, which would help it move on to where it wanted to go in terms of the Plan. 50 people were present in the village hall, with displays and refreshments. Particularly important among the issues raised were the two main roads, the need for more footpaths and for disabled access to the station.
1 & 27 April 2016	Consultation events, first at the Parish Hall, the second at Poplar Nurseries, on the built environment	The collection of photographs and displays were made available by the Steering Group to represent buildings over a 500 year time span right up to 2017. People were specifically asked for their 'positive' feelings of those buildings and features shown on the five display boards.
June 2016	Economy Group's Business Survey	A survey of 112 local businesses. The results of the survey are available to view in Appendix 4.
17 & 23 July 2016	Steering Group held 2 meetings with local developers	Meetings with the 2 developers, Wests' and Gateway 120, who had been liaising with the Parish Council concerning their housing proposals
3 September 2016	Public meeting on the Neighbourhood Plan & the Local Plan	12 people attended an open meeting with Colchester Borough Council planners on the emerging Local Plan. Their views helped the Group to respond to the Plan
December 2016	Second household survey, December to March 2017	Questionnaires were delivered to every household and could be handed in at one of the numerous 'post boxes' located around the village, or completed online. There were 328 responses, which was a response rate of 17%. Appendix 4 to the Consultation Statement provides the summary results of this survey.
1 st April 2017	Public meeting on the housing survey results & the Group's way forward	Open meeting with displays & refreshments, to present the December 2016 housing survey responses, using the topic groups. Group pleased with the information presented; 29 people attended
April 2017	Steering Group appointed its planning consultant	Rachel Hogger was appointed to the post

Date	Activity	Commentary
April 2017	Steering Group commissioned Out Design	
21 st June 2017	Public consultation with the Local Plan consultants	
15 th July	Estate agents' survey	Small survey of leading Colchester estate agents to find out their views on how attractive Marks Tey was for potential houseowners. The survey involved face to face interviews with Boydens, Elms Price and Haart.
July 2017	Rail Commuters survey	<p>Survey undertaken by Steering group members who waited at the Marks Tey railway station for early morning commuters. In total, 175 people were surveyed.</p> <p>The survey found that the vast majority of users were regular train commuters and that only 10% of respondents were Marks Tey parish residents. Just under 70% people travelled to the railway station by car with the other 30% travelling by foot, public transport or bicycle. Over 50% of respondents parked their car at or near the station with the remainder getting a lift or travelling by alternative means. 20% of respondents said they would cycle to the train station if better cycle paths were provided and just under 60% stated they would work in Marks Tey parish if job opportunities were available</p>
September 2017 and October 2017	Out Design workshops with the neighbourhood plan group	
16 October 2017	Group members visit to St Andrews School	Group met the Head about bringing pupils into the public dialogue on the Plan
18 November 2017	Public meeting at Marks Tey Parish Hall	This was a meeting where Colchester Borough Council facilitated community engagement on the emerging Local Plan. The NP Group displayed findings from the work emerging from both the Out Design work and the character assessment work. This included information on locally valued views, locally valued heritage assets and preferences on addressing challenges related to severance created by the A12, the A120 and the railway line. A survey was made available for attendees to complete and 28 were completed at the event
January 2018	Steering Group received the Out Design report	
February 2018	Small survey of local shops	A survey of the London Road parade of shops

Date	Activity	Commentary
April – August 2018	Vision and objectives survey	This was a major undertaking, began in April and finished after the summer fete, in August. In all, 60 people responded to the lengthy questionnaire. Appendix 5 to the Consultation Statement provides a report of the results of this consultation exercise.
21 May 2018	Display at the Parish Council's Annual Meeting	Group had a display at the Parish Council's Annual Meeting – wall map&statements by each of the topic groups
September 2018	Parish Council's fete	Display etc. see main text
August 2019	Parish Council's summer fete	Big effort – see the main text
28 th January 2020	Steering Group agrees the Neighbourhood Plan	
19 th February 2020	Steering Group meeting	The Group finally settled arrangements for the Reg 14 consultation – the venues & secondary documents to the Plan, ie. the Plan summary and the questionnaire, both distributed along with the current newsletter. See appendix 8 for the plan summary made available at this stage.
10 th February 2020	Parish Council adopted the Plan	The adopted Plan to go to consultation, after some delay, from 24th February until 12th April
24 th February 2020	Reg 14 consultation begins	Consultation lasted from 24 February until 12 th July, due to the pandemic. This resulted in the decision to have 2 extensions, with much publicity & activity to tell people what was happening, using the Council's website, the facebook page & a leaflet for mainly elderly residents. See appendices 7, 8 and 9 for a detailed report of this consultation.
1 April 2020	The Parish Council set up a new Council website and facebook page	The Parish Council website is: http://www.marksteyparish.org.uk The facebook page address is: https://www.facebook.com/MarksTeyParishCouncil

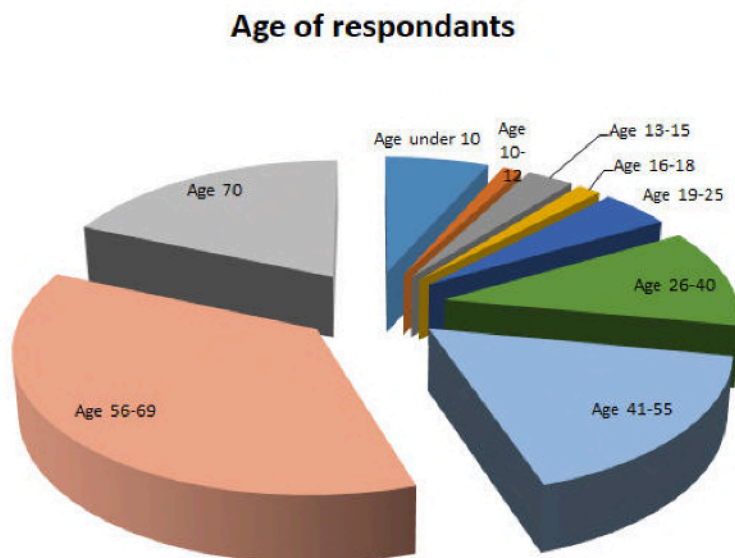
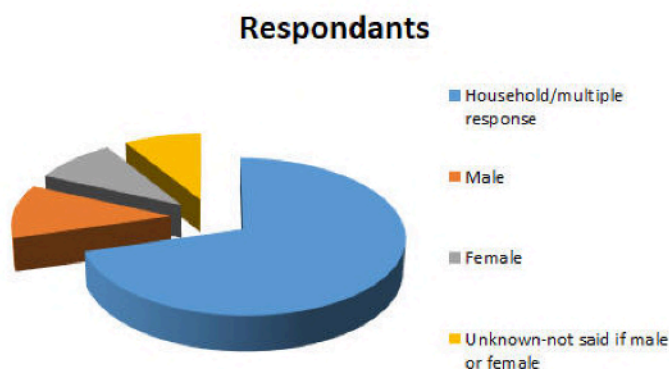
Appendix 2 - Summary results of the December 2015 householder survey

In 2015 the Marks Tey Parish Council carried out a survey to gain a greater understanding of what people thought and wanted from Marks Tey.

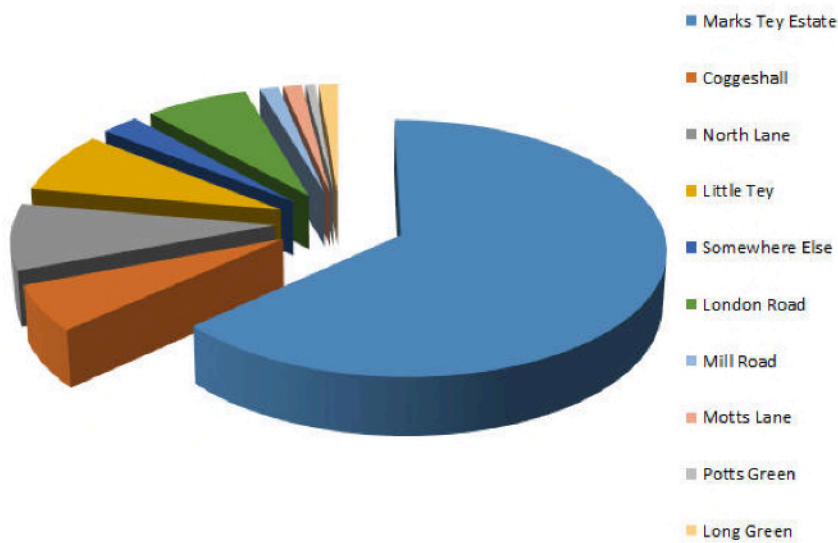
The idea was that this would be the first parish questionnaire delivered to all households and would build on feed back from earlier meetings with residents. Further meetings and questionnaires would follow allowing the residents to say how they wished Marks Tey to be in the coming years.

There were 12 questions asked and the results are below and there were over 150 respondents.

First was the make up of those that responded

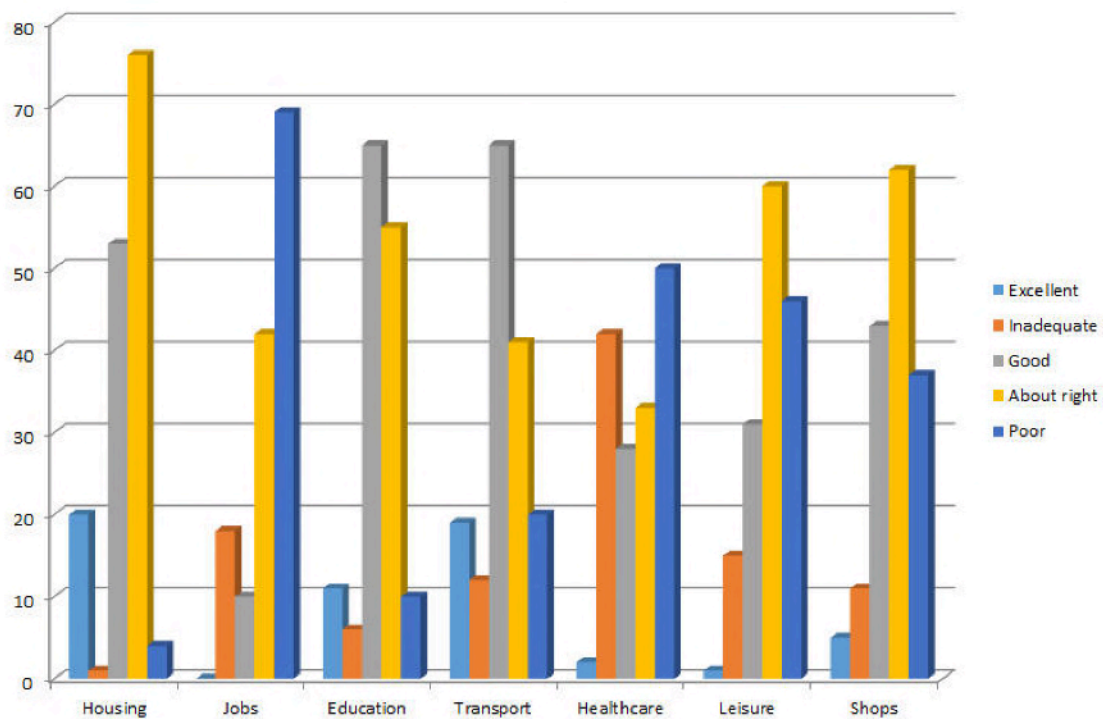


Where respondents live



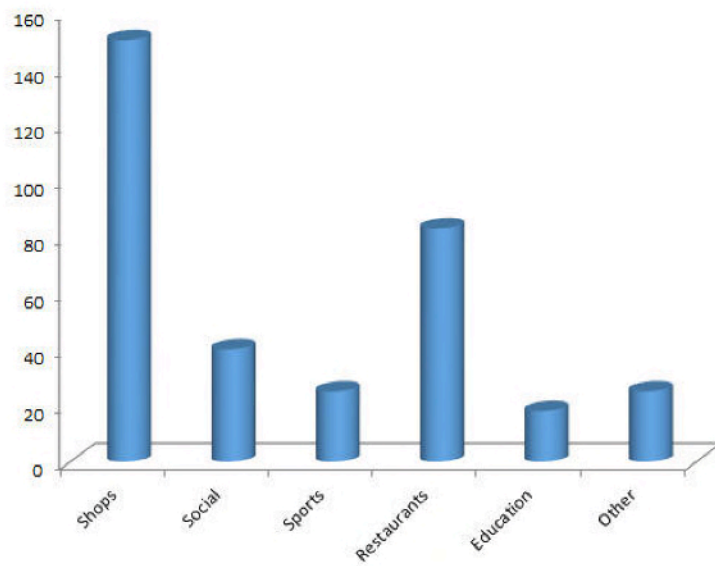
Question 1

For each of the following list of things in Marks Tey please tick the box which you think best describes the current provision:



Question 2

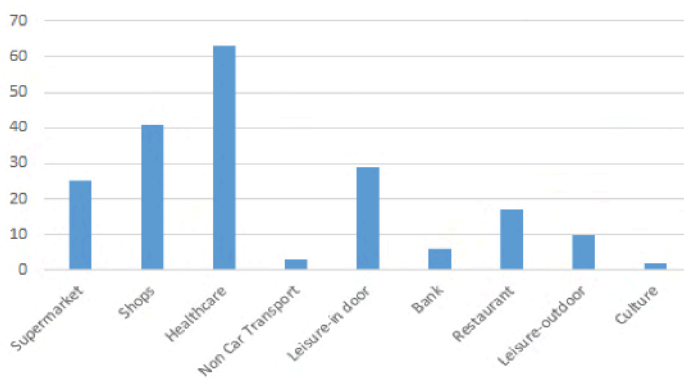
Which of the following local facilities do you use? Please tick as many as apply.



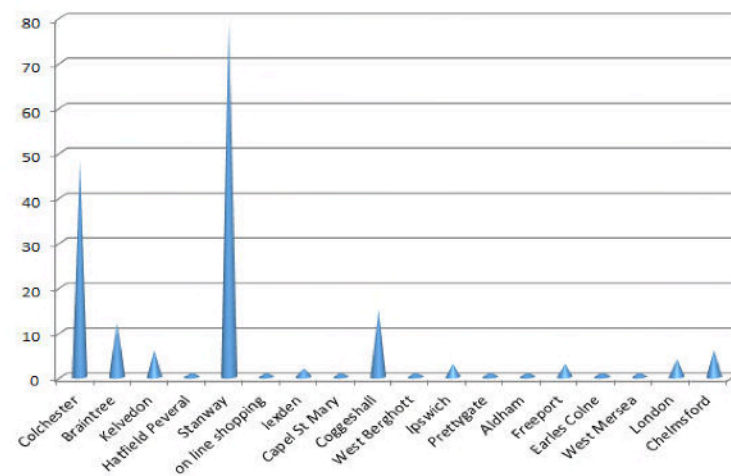
Question 3

Do you go outside of Marks Tey for some facilities? 156 respondents said yes, 3 respondents said no

If your answer is yes, which facilities that you go outside for would you like to have in the village?

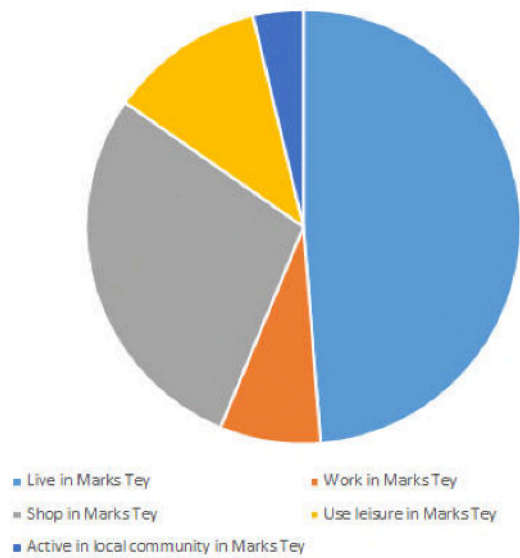


We also asked where people went out of the village to use those facilities



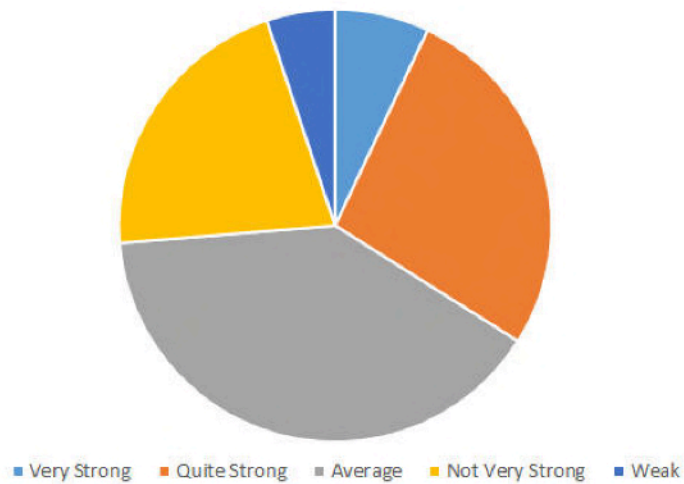
Question 4

We asked what the persons connection to Marks Tey was



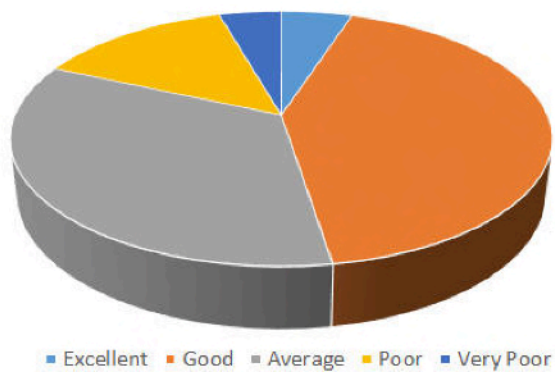
Question 5

In your opinion, how strong is the sense of community in Marks Tey



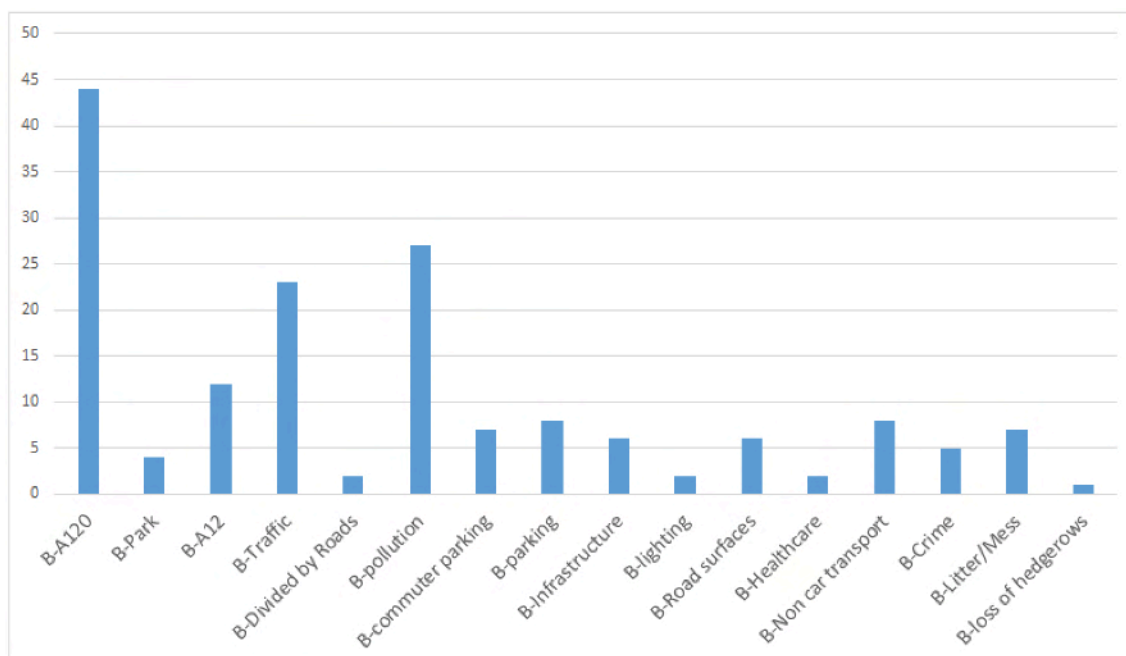
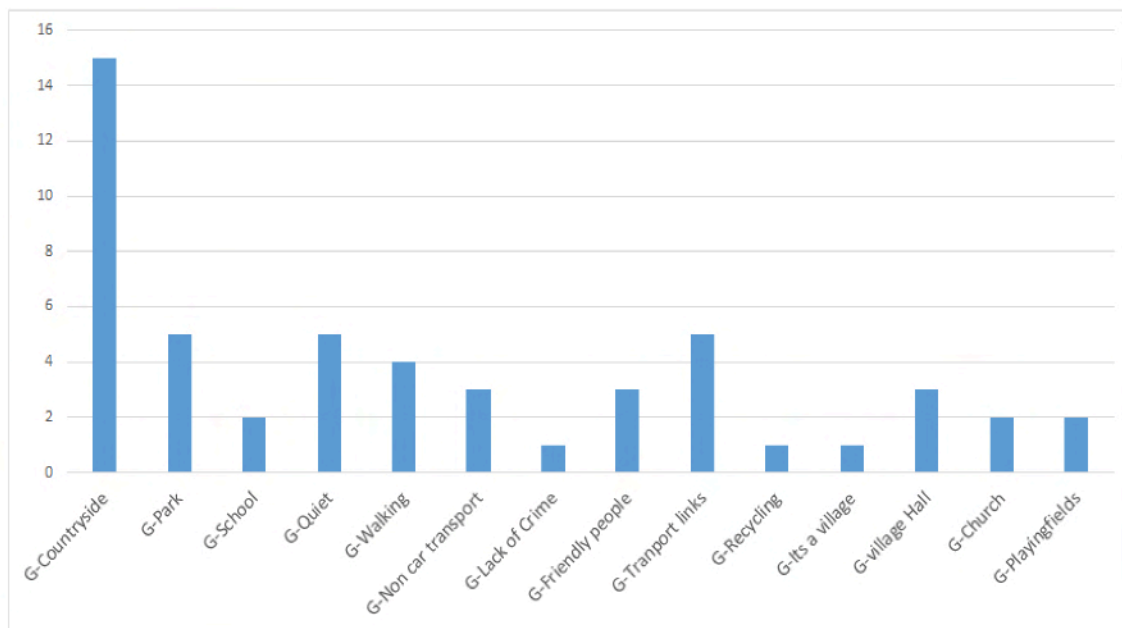
Question 6

How do you rate the general quality of the environment in Marks Tey?



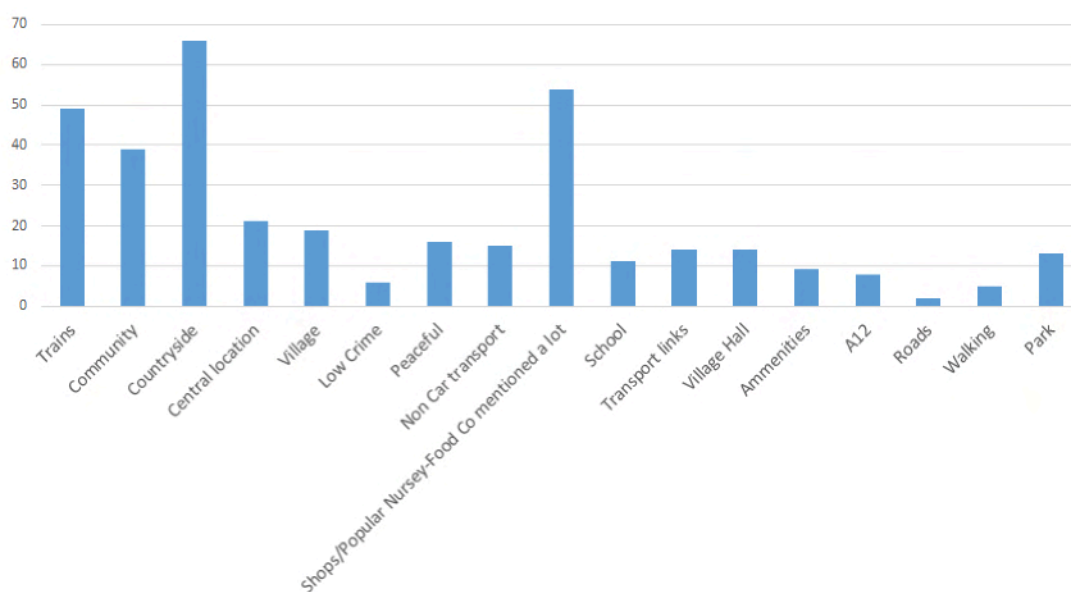
Question 7

Is there anything you think is particularly good or bad about the environment in Marks Tey. The areas the people thought were good begin with G - XXXXX and those areas that people thought were bad begin B -XXXXX



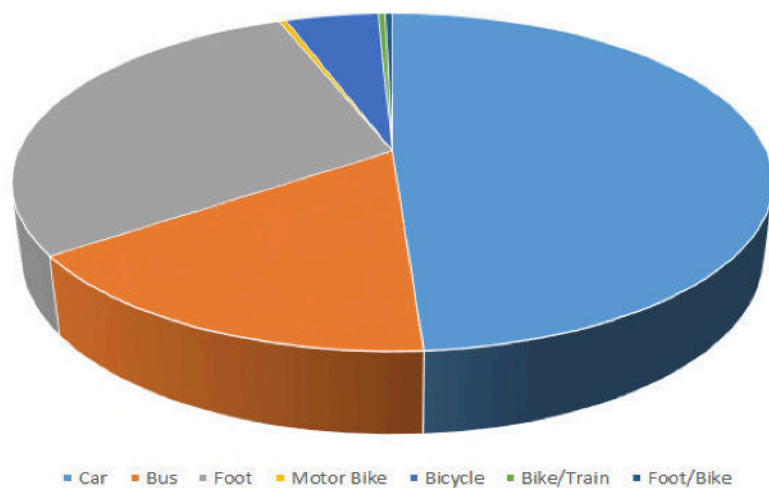
Question 8

What do you think are the three best things about Marks Tey



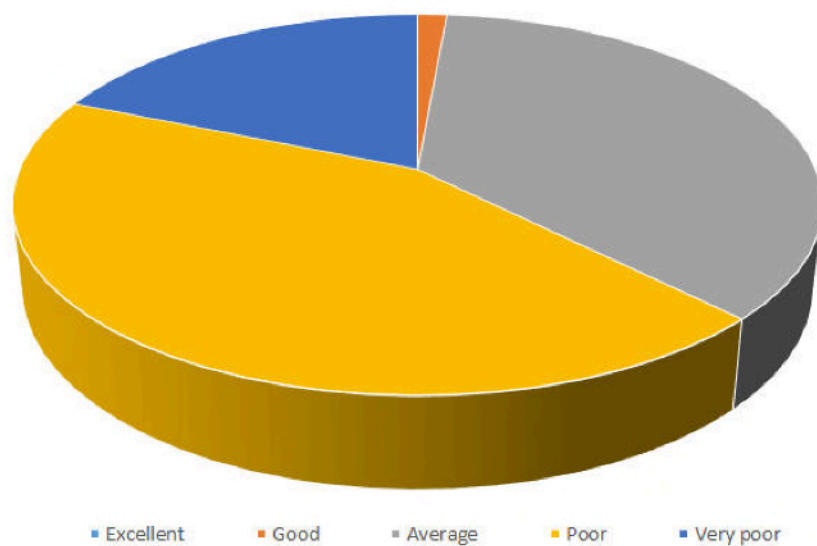
Question 9

How do you get about in Marks Tey



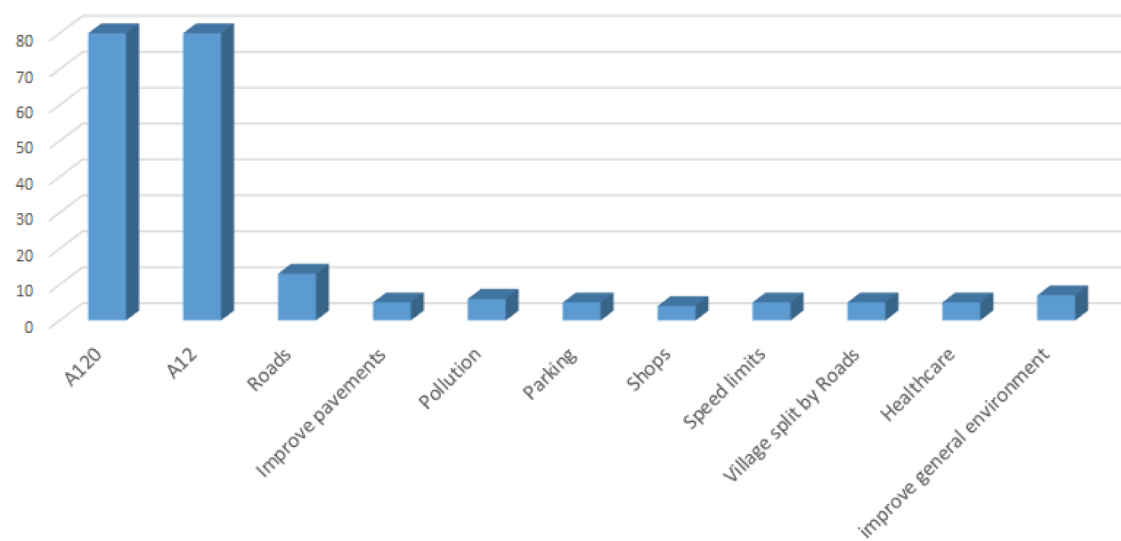
Question 10

What do you think of the job opportunities in Marks Tey



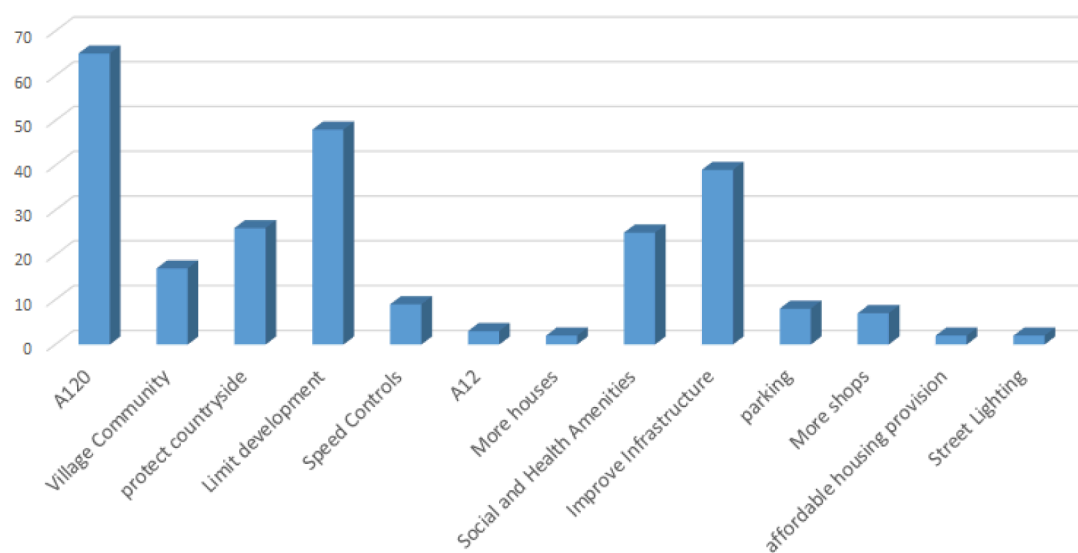
Question 11

If you could change one thing about Marks Tey, what would it be



Question 12

What do you think should be the top two main priorities of the Neighbourhood Plan



Appendix 3 - Survey of local businesses in June and July 2016



Marks Tey Neighbourhood Plan Steering Committee – Economy Group

Marks Tey Business Survey - June / July 2016

Introduction

This survey was carried out to inform the Marks Tey Neighbourhood Plan process and was conducted by the Economy group on behalf of the steering committee. The Committee is grateful, for the cooperation of the businesses that felt able to complete questionnaires.

Method

Questionnaires were distributed by hand to the businesses the Parish Council knew about. They were then collected from those who completed the questionnaires.

Response rate

Completed questionnaires were collected from 47% of the businesses the Parish Council knew about. Not every business felt able to answer all of the questions.

Date range

The questionnaires were distributed between 1 June and 30 June so the information can be taken to be correct for that period.

Statistical generalisations

- Most of the businesses in MT are service-orientated.
- 66% of businesses have been established in MT for more than ten years.
- Only one new business has been established in the last 12 months.
- 28 of 50 businesses have been on the same site in MT for more than ten years.
- About 25% of MT businesses felt that their current site was too small but only 20% were looking for new or extended premises. Of those looking for new or extended premises none were looking outside MT
- About 33% of businesses said they were aware of Colchester BC's business advice; 66% were not aware of this advice.
- 80% of MT businesses had maintained the same number of employees over the last 12 months. Where there had been change it was in general a reduction although numbers were small.
- Whether full-time or part-time the overwhelming majority of workers were in the 20-59 age group
- Very broadly speaking part-timers represent 27% of the workforce headcount – based on the age group table

- The largest group of workers was skilled manual
- There were as many professional/managerials as there are technical and clerical/admin put together.
- The single largest group of workers working in MT was from Colchester. 42 workers live in MT and of the others 71 live within 10 miles of MT and 46 more than ten miles away.
- By an overwhelming majority the single largest group of employees travelled to MT by private vehicle.

Anomalies

There are a handful of anomalies arising from how the questionnaires have been completed but overall valuable results have been received.

Further assistance

Some 60% of those who replied would be prepared to assist further with the survey but would not be in favour of a meeting.

Thank you

Marks Tey Steering Committee is very grateful to all the businesses that participated. We appreciate the contribution they make to the services, economy, employment and general wellbeing of Marks Tey. Completing questionnaires can hardly be a welcome activity so a return rate of 47% is very good indeed.

Marks Tey Neighbourhood Plan Steering Committee

5 October 2016

Marks Tey Business Survey - June / July 2016

Response to Questionnaire – Overview of Results



Response rate

Number of businesses canvassed	112
Number of responses	53

How long has your business been in operation?

Under 1 year	1
1 - 4 years	11
5 - 9 years	6
over 10 years	36

How long have you operated from your present site in Marks Tey?

Under 1 year	2
1 - 4 years	12
5 - 9 years	8
over 10 years	28

Is your site

About the right size for your business	31
Too small	11
Too large	0
Exclusive for your business	5
Your home as well	6

Are you currently looking for additional land or premises?

Yes	9
No	43

If yes are you looking to stay in Marks Tey?

Yes	28
No	0

Are you aware of local business services provided by the District Council?

Yes	17
No	32

How many people do you employ in Marks Tey in each group?

Age	Full-time	Part-time
60 & over	12	5
20 – 59	186	48
Under 20	13	4

- Wendy's say they have 8 self-employed girls
- No numbers stated by Bi Fold, Blue Goose, JMW, Swift
- Poplar Nurseries 90 employees but no breakdown

Is this more or less than you employed last year? (Tick one)

	Full-time	Part-time
More	5	2
Less	2	0
Same	36	10

Please enter number of staff in each category

Professional/Management	85
Technical	44
Clerical/Administration	43
Skilled Manual	336
Unskilled Manual	51
Other	17

	1	2	3	4	5	6-10	11+
Professional/Management	14	11	4		2	1	1
Technical	8	3	1	1	2	2	
Clerical/Administration	17	1	1	1	2	1	
Skilled Manual	8	1	3	3	3	4	3
Unskilled Manual	5	1		2		2	1
Other	1	1		1	1		

- Blue Goose no number
- Guardian no number
- Poplar Nurseries prob 52 unskilled manual

Where do your employees live? (Enter numbers)

	Total	1	2	3	4	5	6-10	11+
Marks Tey	42	10	6	4	1		1	

Colchester	112	7	3	6	3	1	1	1
Coggeshall	10	2	2	1				
Elsewhere within 10 miles	61	9	6	3	2	1	2	
More than 10 miles	46	5	5	3	1	2	1	

- Whitehall - Colchester and Coggeshall but no numbers
- Blue Goose no number but tick Marks Tey and within ten miles
- Poplar Nurseries no numbers but ticked all five categories
- Swift no numbers but ticked all five categories

How do your employees get to work? (Enter numbers)

	Total	1	2	3	4	5	6-10	11+
Private vehicle	193	8	8	4	3	3	9	4
Bus	1							
Train	4		2					
Cycle	5	2		1				
Walk	8	5	2					
Other	52	2			1		1	1

- No numbers stated Bi fold
- No numbers Blue Goose but ticked pvt veh
- ditto Swift
- Poplar Nurseries tick all five first categories but no numbers
- Tey Solutions - London-based services mostly so commute to London

What changes do you feel could be made within the village that would bring benefits to your business?

BSG

Low business rates

Byfords

Address problem of A120 continues congestion affects our business

Victor Chapman

Completely redevelop slip road south to A12 > London

Encred

Better broadband

Global stone

Better broadband connection

Guardian

Improve road infrastructure of A12 A120

Jane's Pantry

Don't allow large cos to open up within village as this wd have massive negative impact on the smaller independent businesses

Livelihoods

Improve rd infrastruc A12 120

Marks Tey Autospares

Revert to angled parking instead of parallel parking outside shops and do away with bus stop layby

Marks Tey Pharmacy

Bus services - improved parking - create village feel - local surgery

Marks Tey Products

Allowing a directional sign at top of church lane so we can be found!

Poplar

Roundabout in front of Poplar to let people out of nursery

Rosewood

Local meeting to see if any improvement of getting increased business locally

Storm

None at all - we moved to Marks Tey because liked it as it is. If maj dev we wd leave

Trimmer Hair

Refuse colln changed to early in morn or wed or a diff day that doesn't coincide with extra A120 traffic or car boot sale

Trading Spaces

Marks Tey bypass

Tey Restorations

Being able travel on A120 without delays ea day. A120 cannot cope with traffic that's on it

Tey Solutions

A120 is problem that needs addressed for our local contracts it does cause problems so we tend service London contracts as they pay more and we can get there. More local business wd mean greater opportunities work and employ locally

Wendy

Better road structure. Access to A12. Parking limited and poor. Ticket for parking at shop in parallel parking to allow 6 cars per visit. Not ideal.

Would you be interested in attending a meeting with other Marks Tey business leaders?

		Preferred time	AM	PM	Evening
Yes	16	7:00 PM 7.30-5.30	4	2	12
No	30				

maybe - anytime - red lion

Would you be prepare to give further assistance if required?

Yes	29
No	21

K Britton - two rounds means no time for meetings

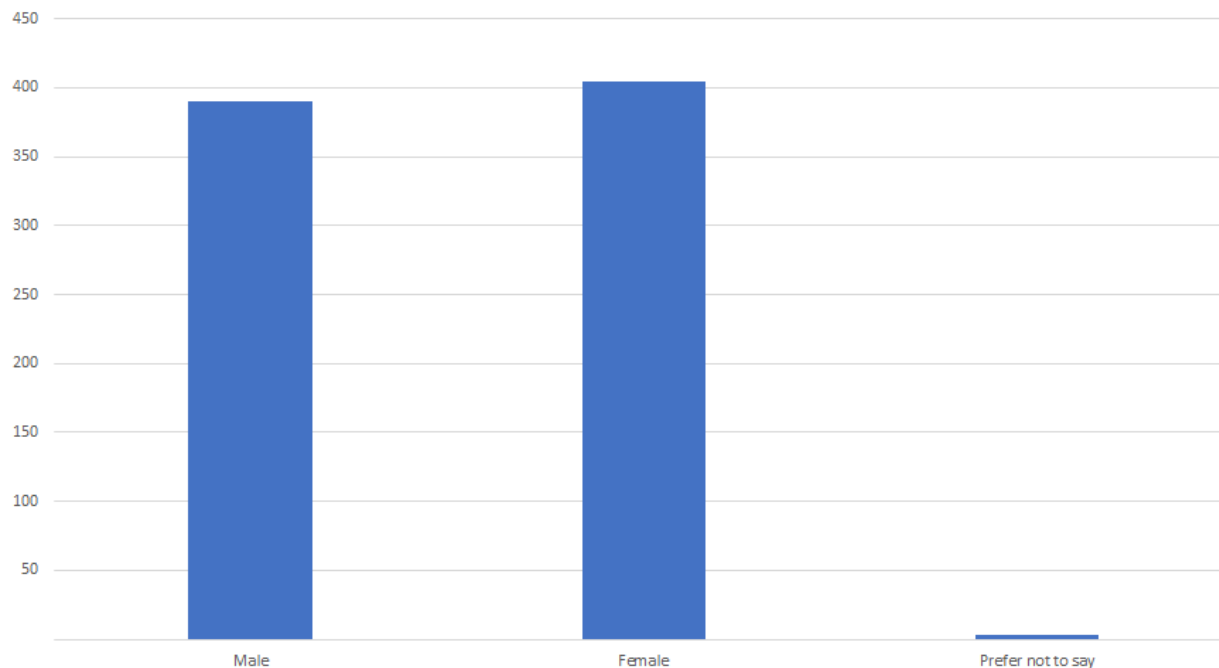
Appendix 4- Results of the second household survey 2017

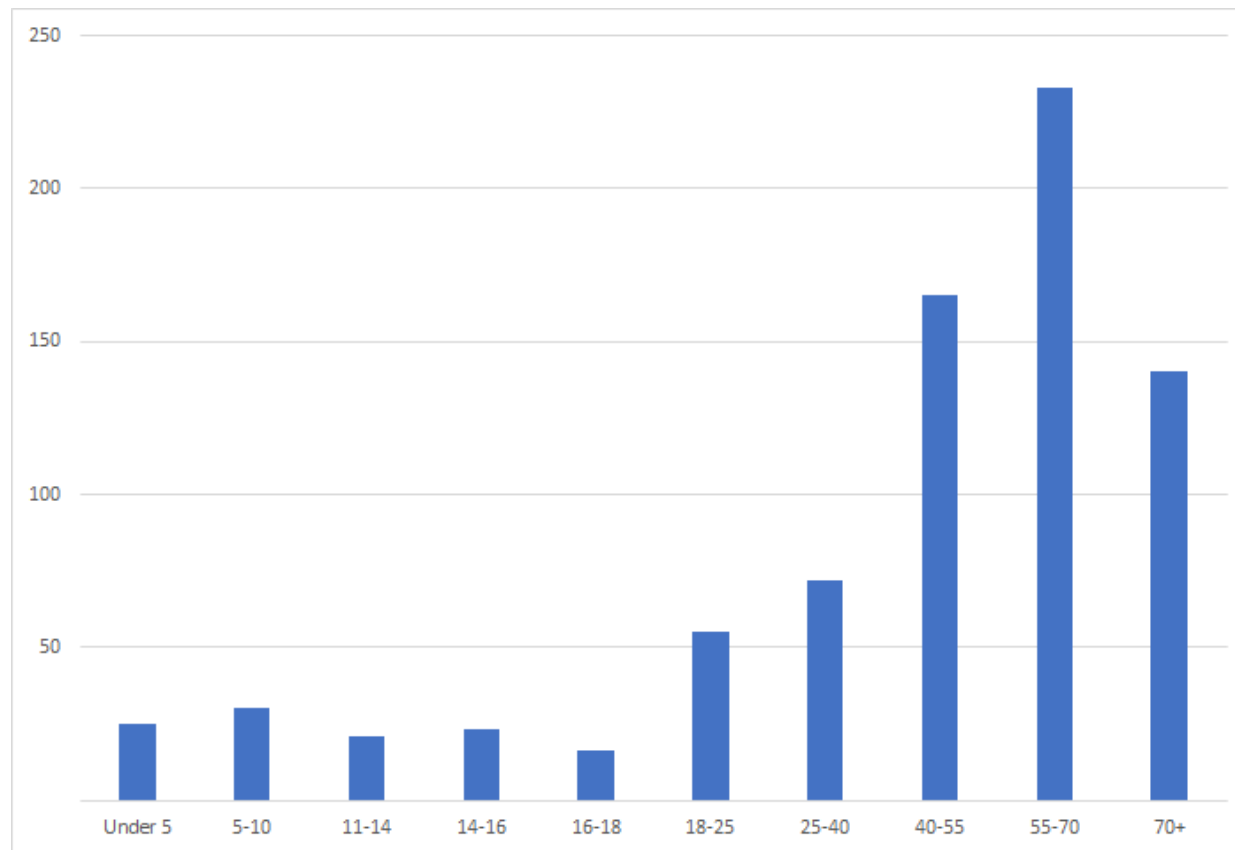
In 2016 the Marks Tey Parish Council carried out a second, longer survey to gain a greater understanding of what people thought and wanted from Marks Tey.

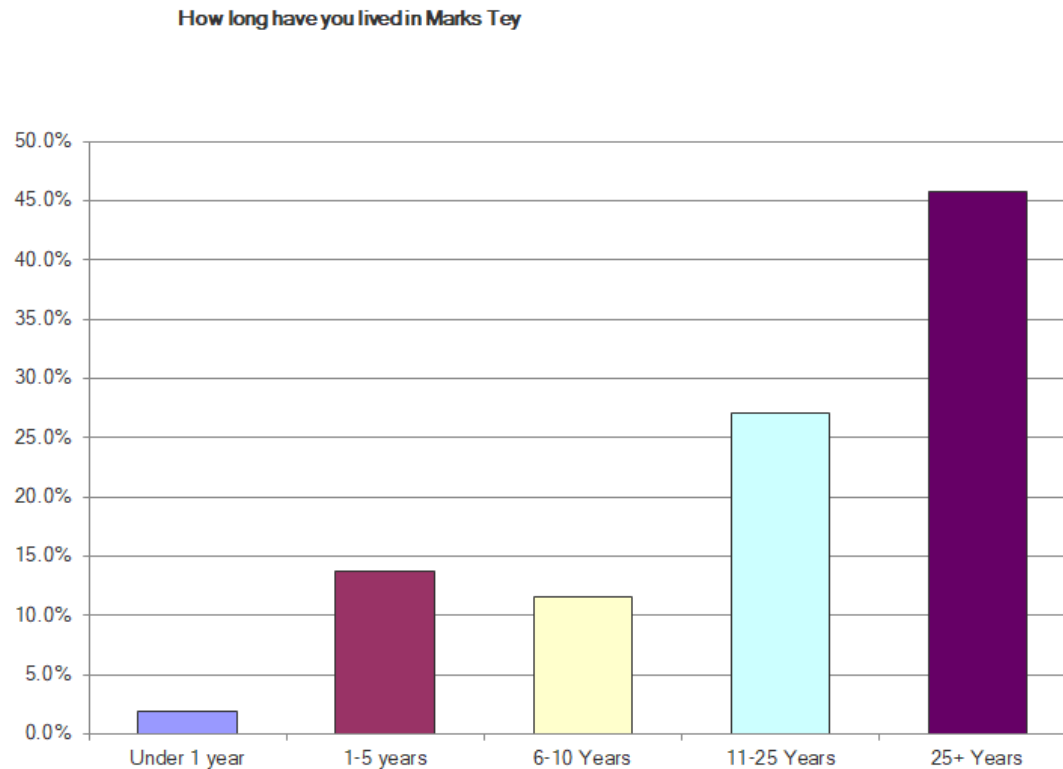
The questionnaire was again delivered to all households and would build on feedback from earlier meetings and the first questionnaire with residents.

There were 48 questions asked and the results are below and there were over 300 questionnaires were returned.

First was the make up of those that responded, were they male or female and their ages.

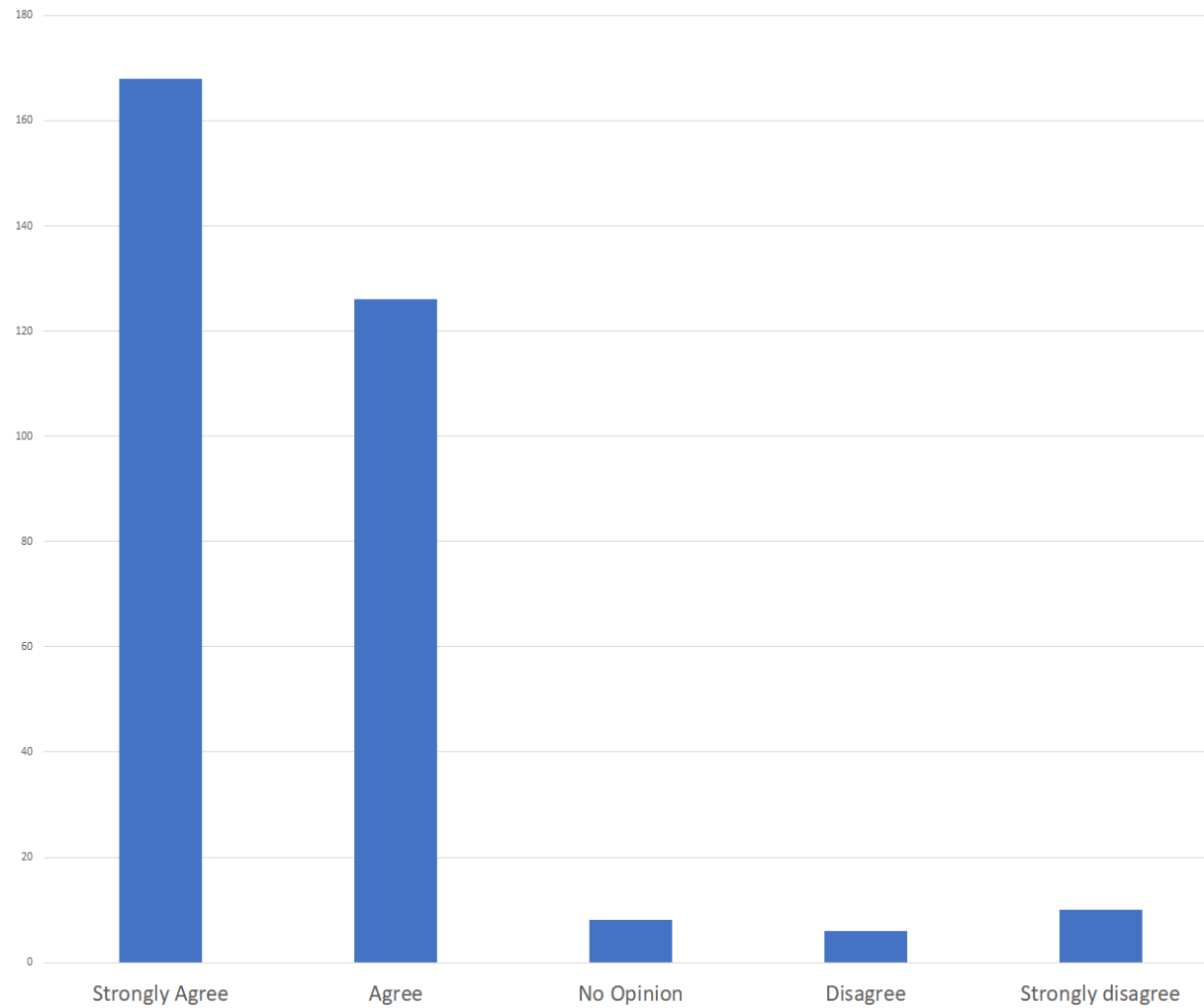






The Survey also asked respondents if they agreed with a "vision" for the parish

Our Vision for the Neighbourhood Plan: “A sensitive sustainable community development reflecting the housing and employment needs of the locality; helping to create further cohesion in the village, whilst maintaining our countryside surroundings and improving highways, paths and cycleways to gain better access to our surrounding environment.”



A series of objectives were made and respondents were asked if they agreed or not with each one.

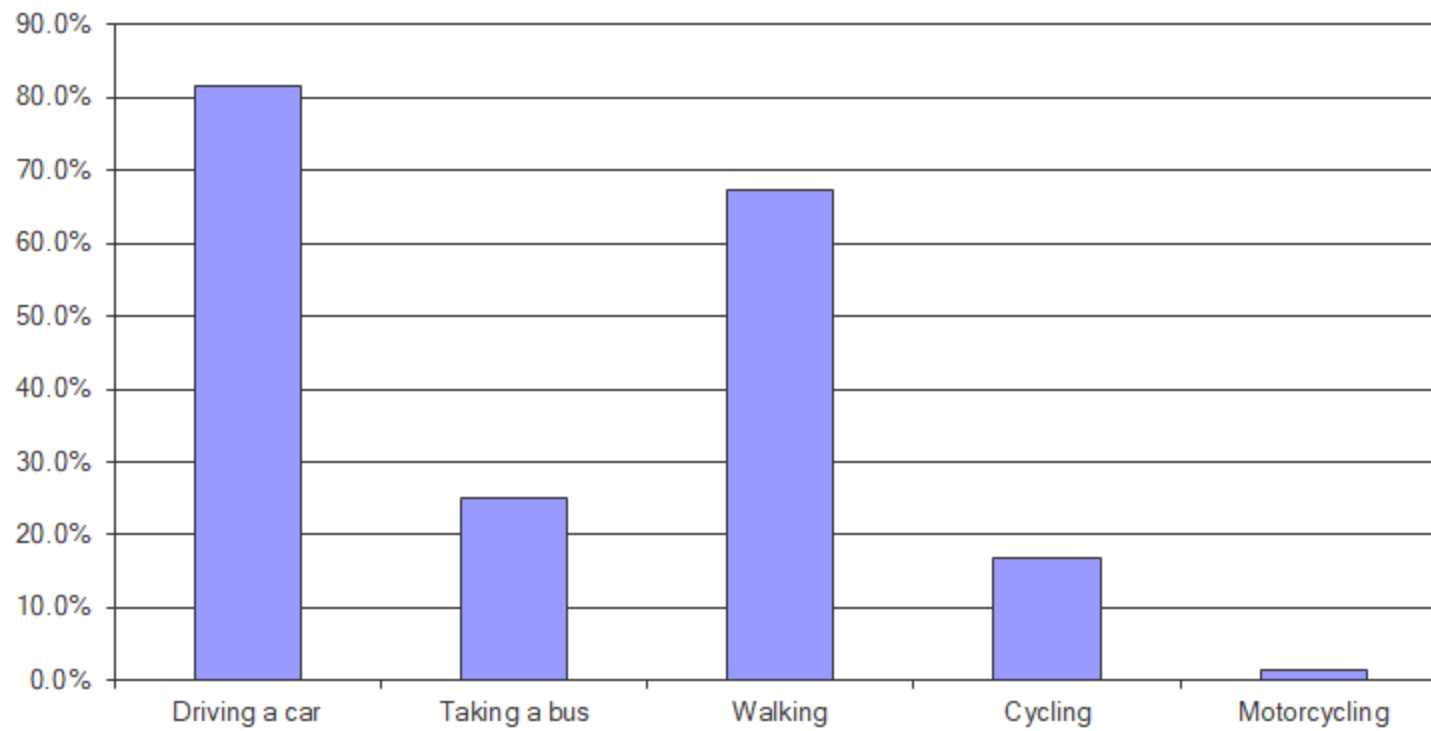
Answer Options	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
1. Development will only be supported when it is proposed in conjunction with sustainable transport solutions.	241	69	3	6	4
2. Preserve and improve access to green spaces to maintain a rural environment.	242	74	5	2	1
3. Protect and improve existing community facilities and negotiate additional facilities in consequence of new development.	204	106	6	3	3

	210	98	7	4	4
4. Improve access to community facilities by ensuring that paths and cycle paths are part of any new development.					
5. Create more employment opportunities for local people	144	133	30	10	2
6. Protect and foster the natural environment for the benefit of people, flora and wildlife	229	83	9	0	2
7. Create a more connected and cohesive community through good planning of new development	182	104	23	5	6

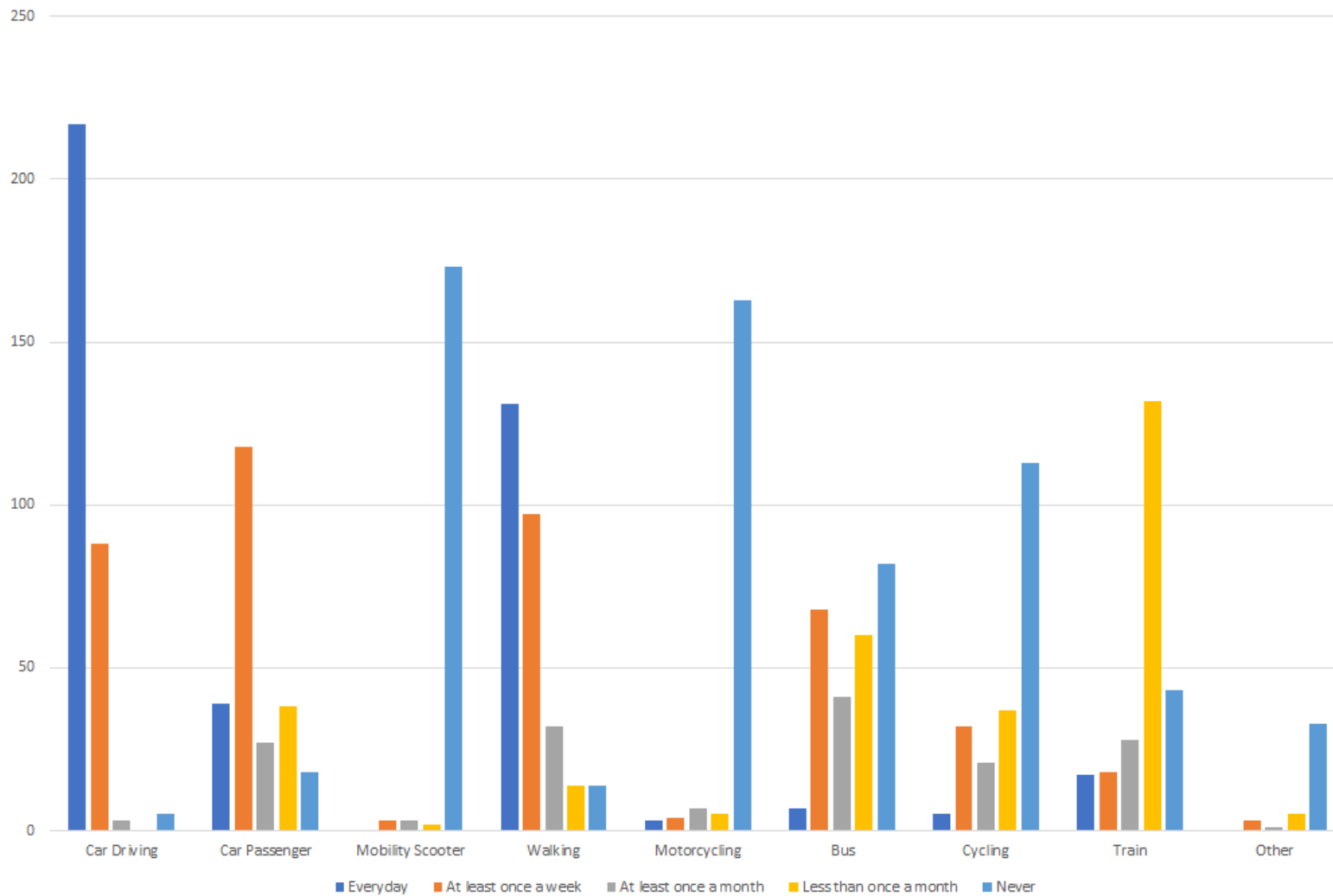
8. Development should reflect the varied housing needs of the community	184	101	18	10	6
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The first section was "Getting around" Marks Tey is a village which is characterised by its road and rail links. It has been a major transit route since Roman times. We need to know how you get around the village and the issues you face. We also need to find out which routes you use to leave the village so we can consider the effect that development might have on our ability to get where we need to go.

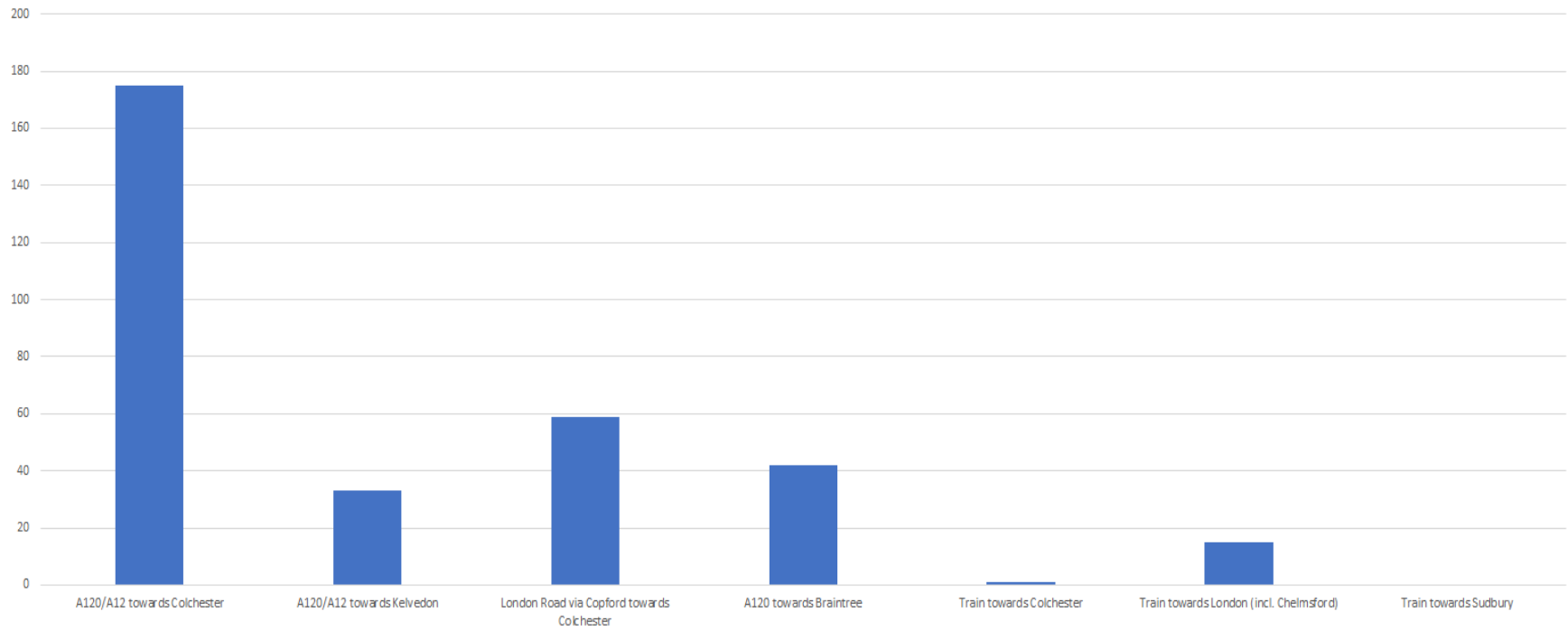
Question 1. Which is your preferred way of moving around the village? Please tick all applicable:



Question 2. How often do you use the following forms of transport?



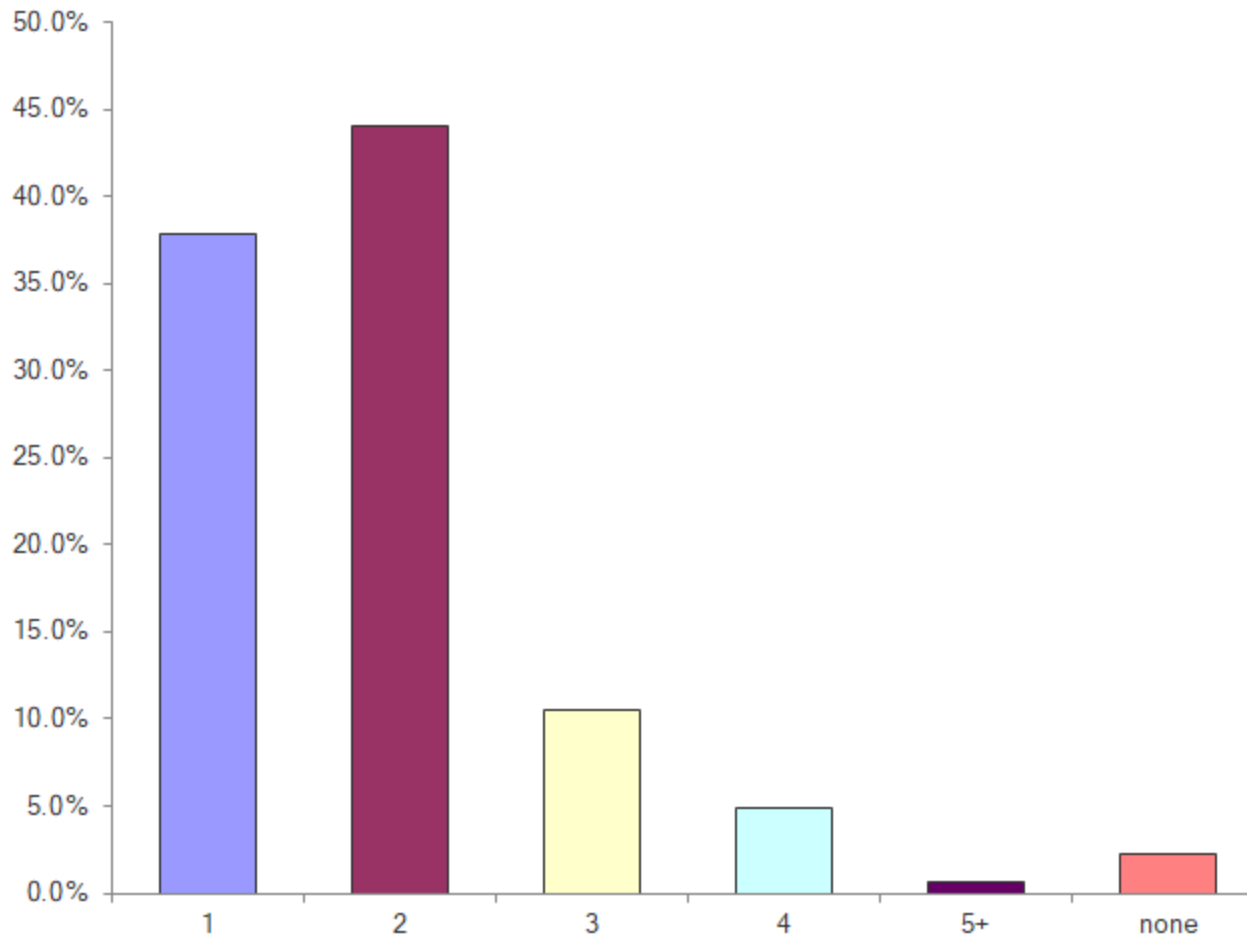
Question 3 Which route do you use most frequently when leaving the village?



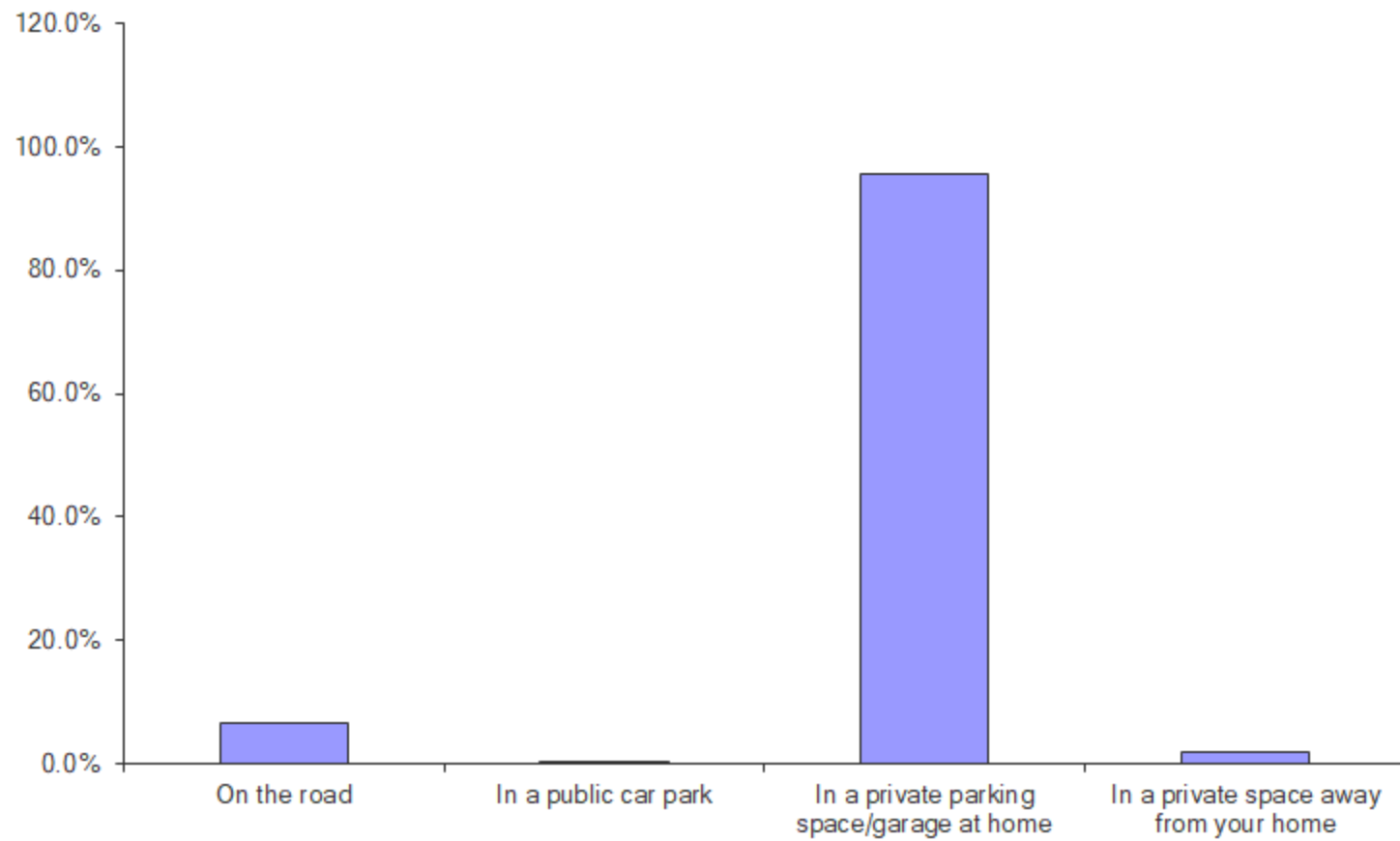
Question 4 Do you think the current transport infrastructure has the capacity to support an increased population? For those that answered no we also asked for reasons why. These are listed on the supplementary answers PDF document.



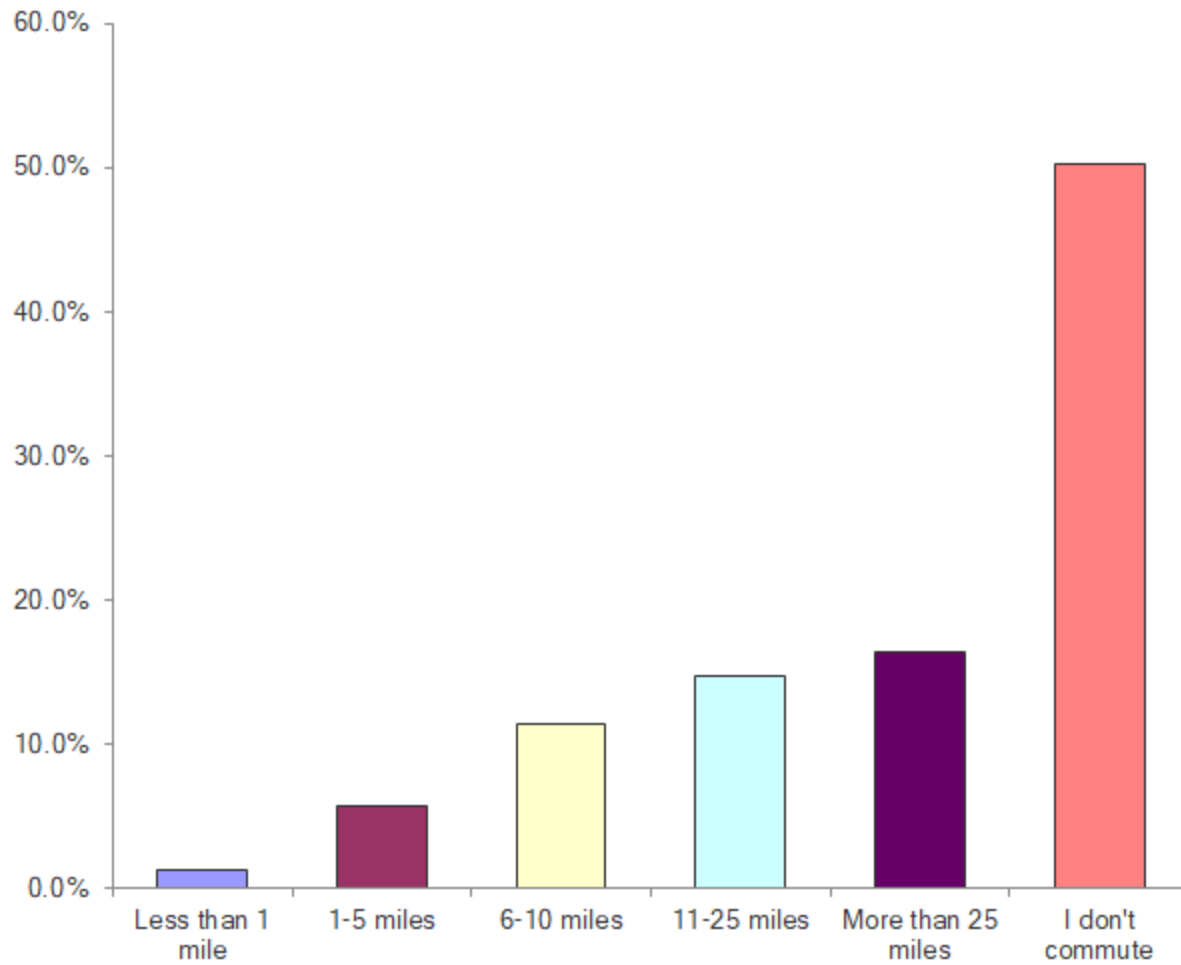
Question 5 How many vehicles are there in your Household?



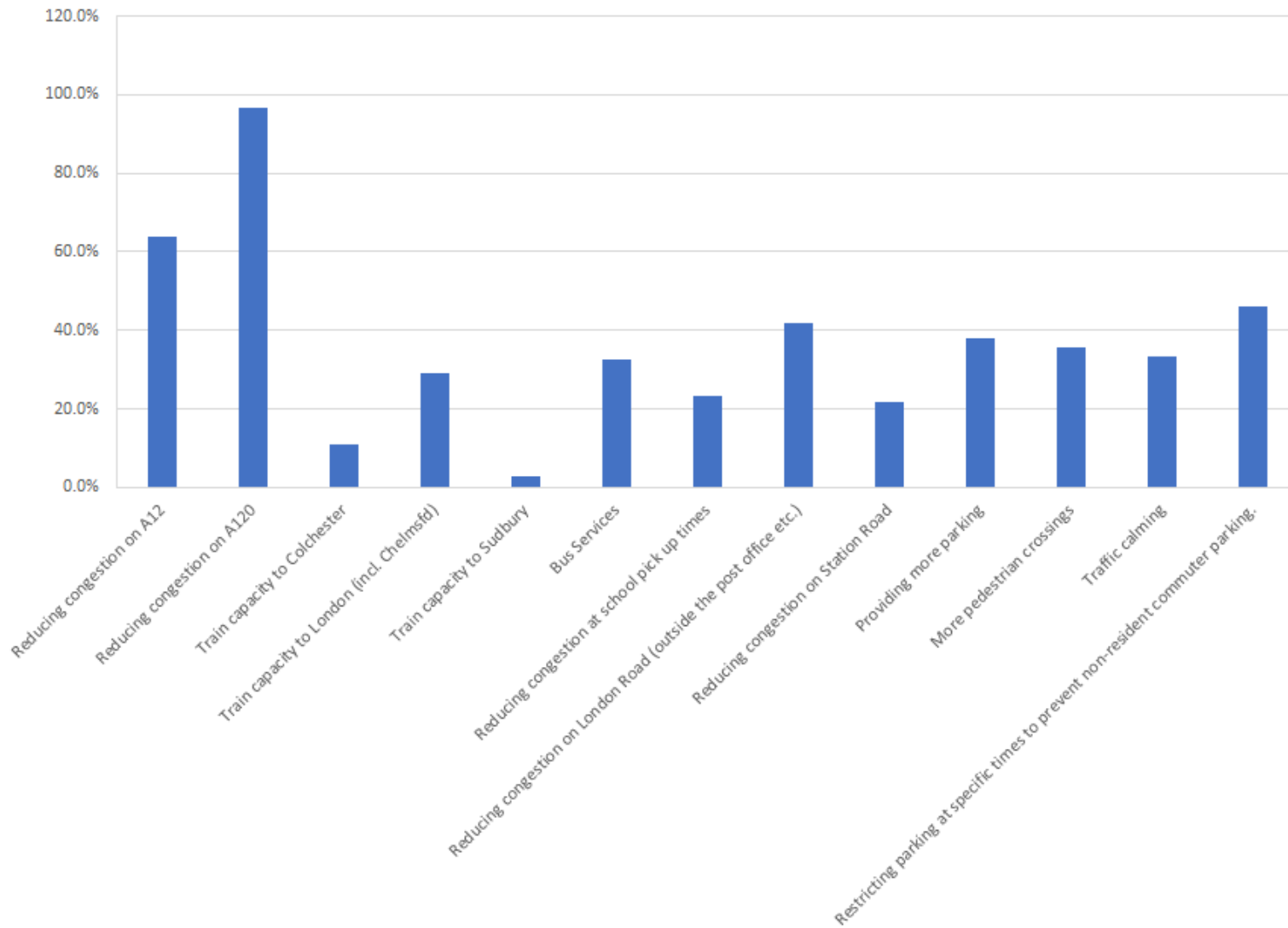
Question 6 If you own a vehicle, where do you park it when not in use?



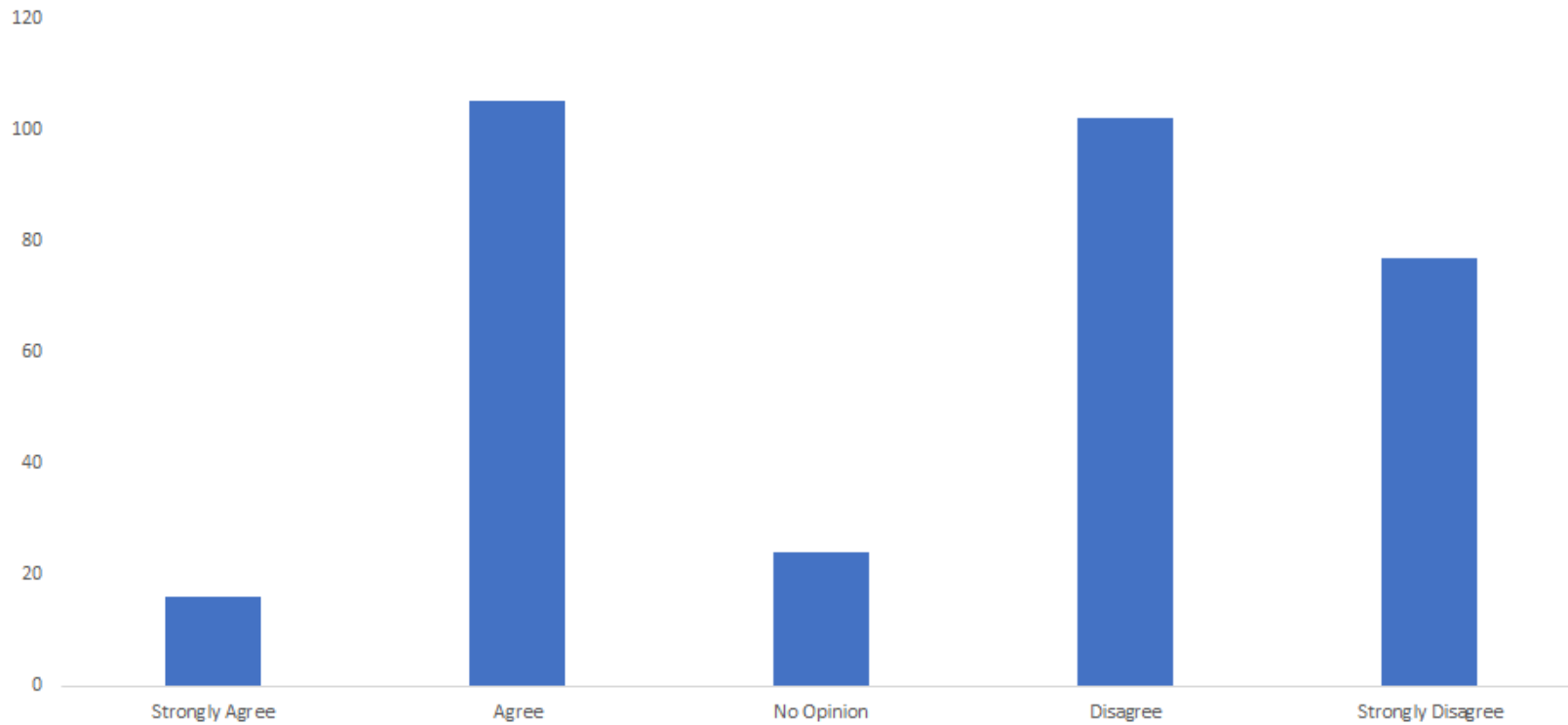
Question 7 If you commute, how far do you travel each way?



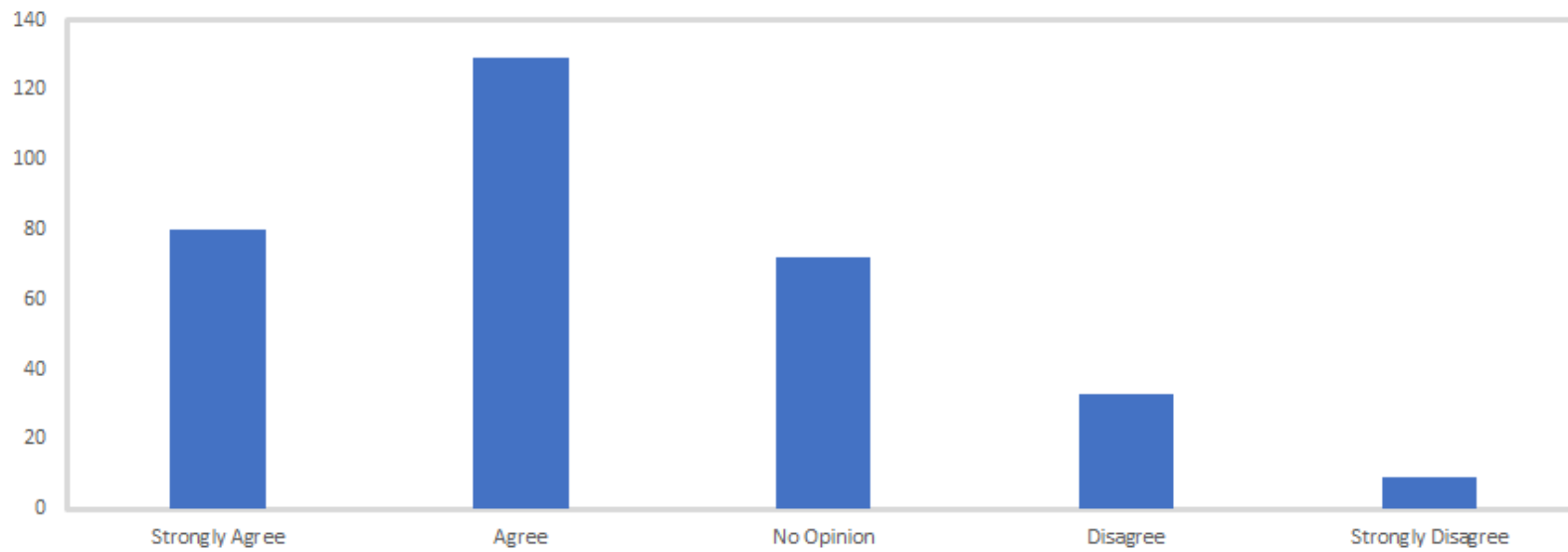
Question 8 If new homes are built in Marks Tey, what do you think the highest priority is regarding transport and moving around?
Tick those that are important to you



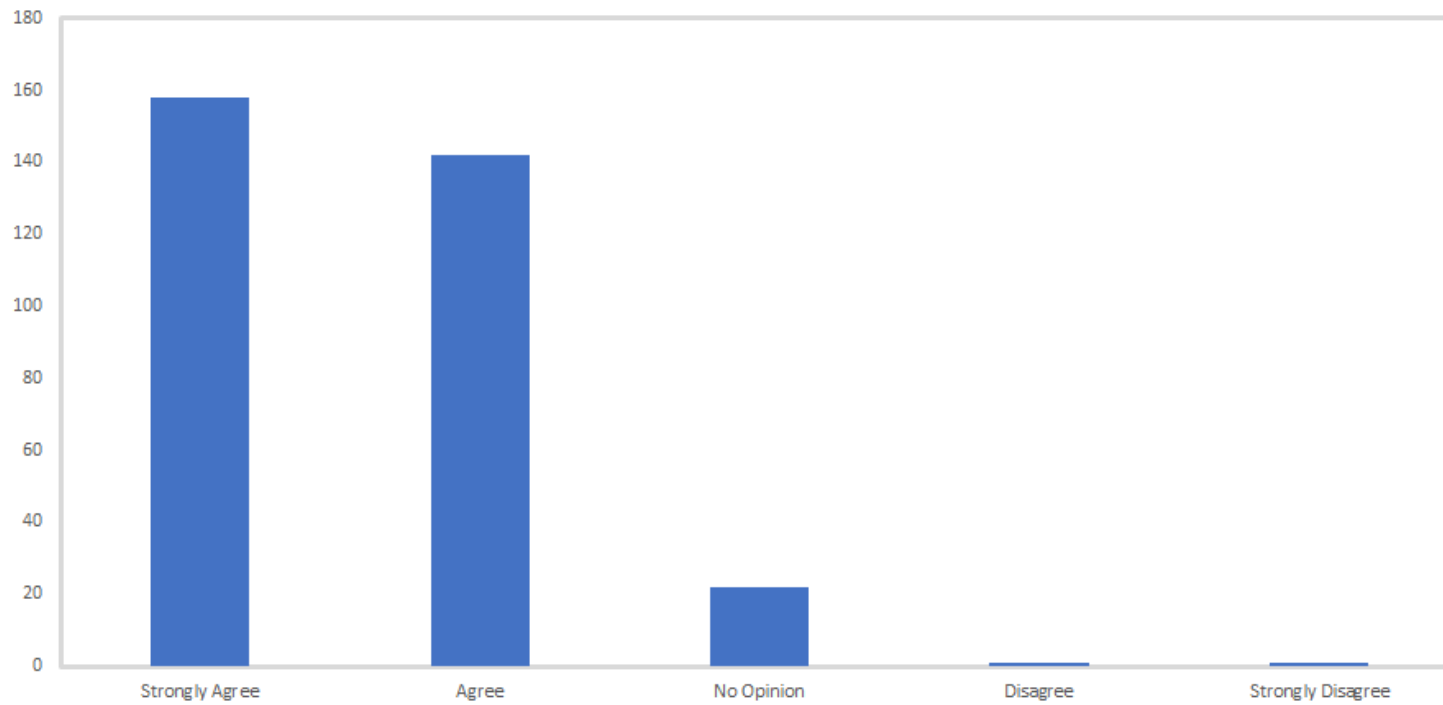
Question 9 In order to fund road improvements, it may be necessary to accept some housing development in Marks Tey. How far do you agree?



Question 10 It is important to develop cycle paths through the village. Do you agree?

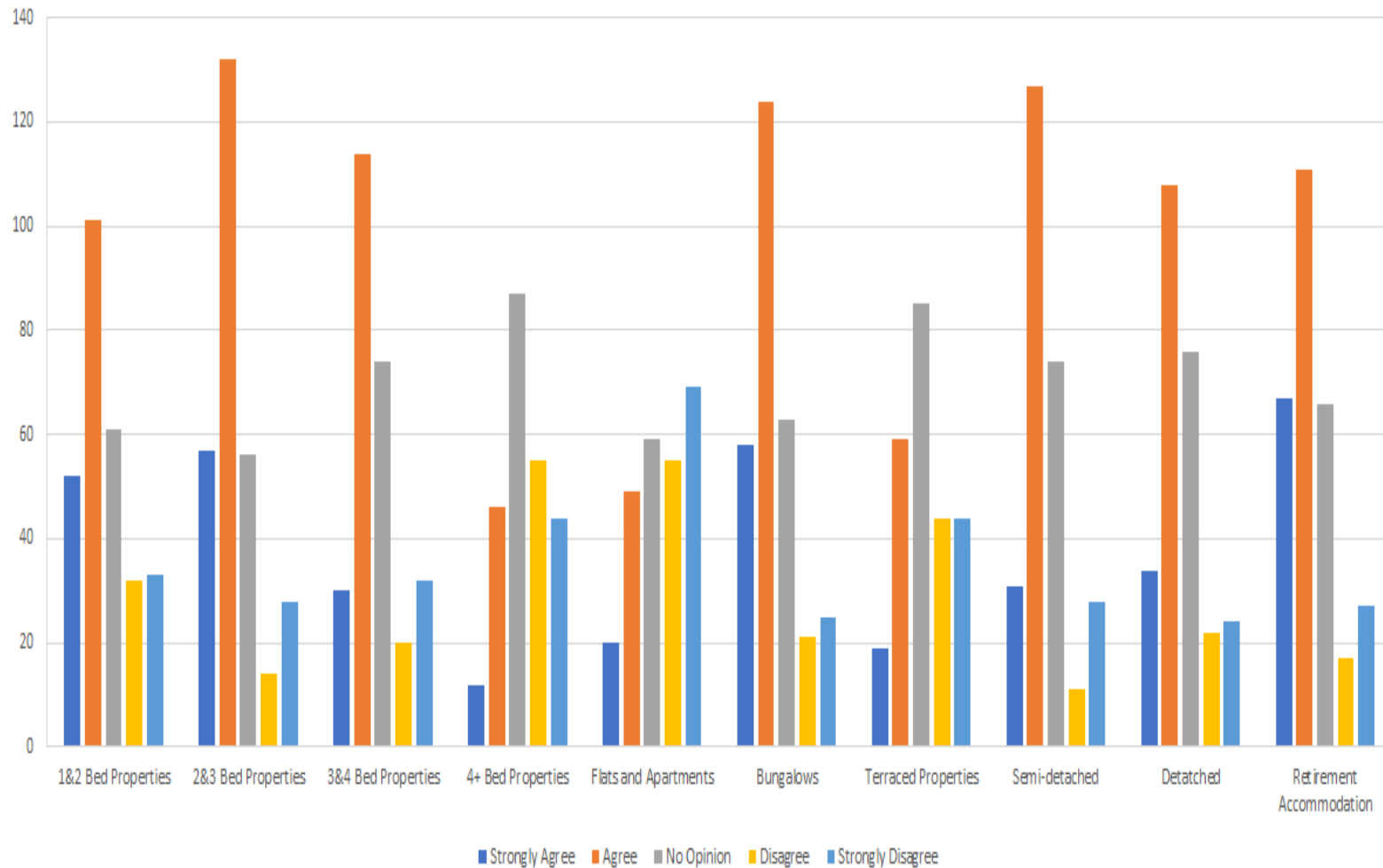


Question 11 It is important to keep public footpaths in Marks Tey, and develop new ones. Do you agree?

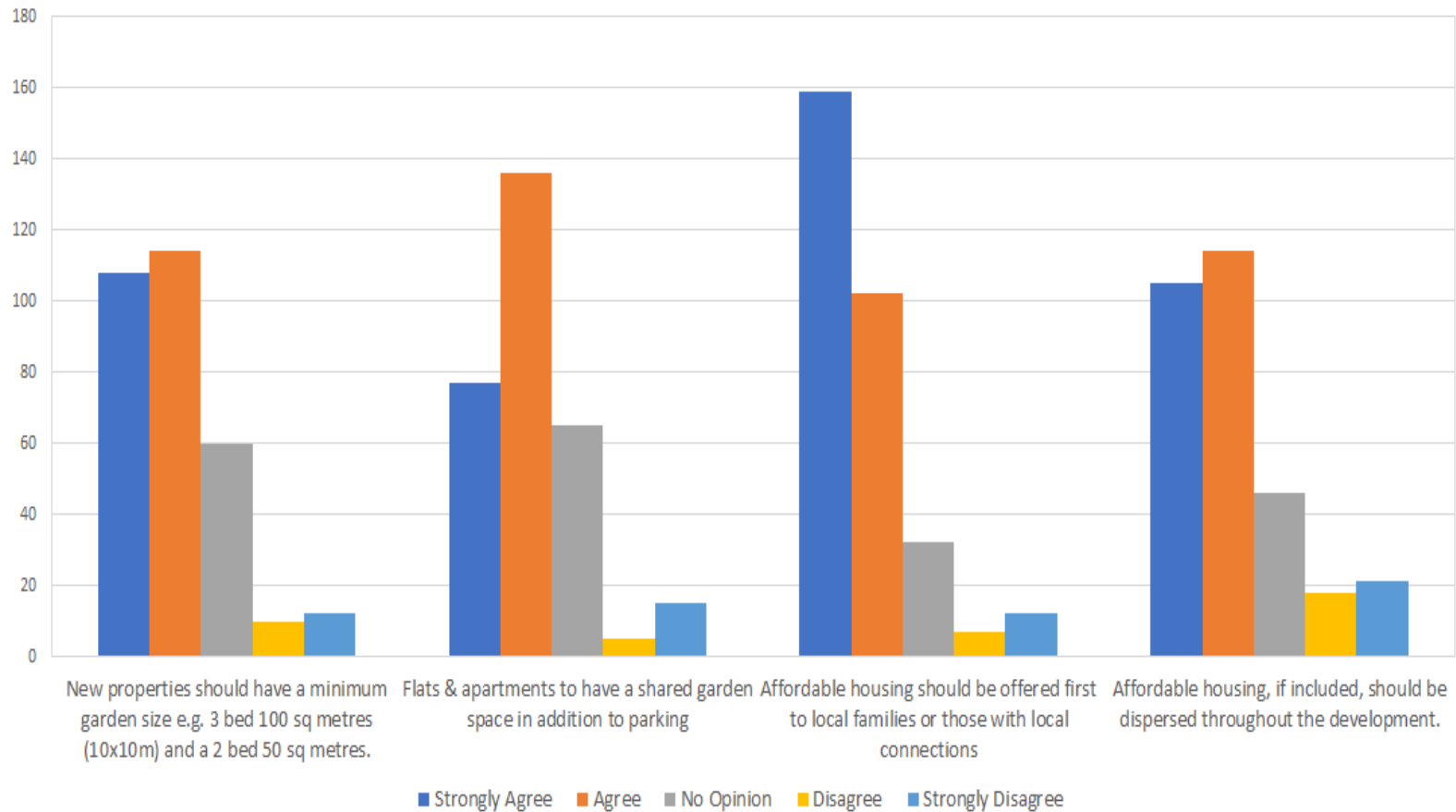


The next section was about Housing

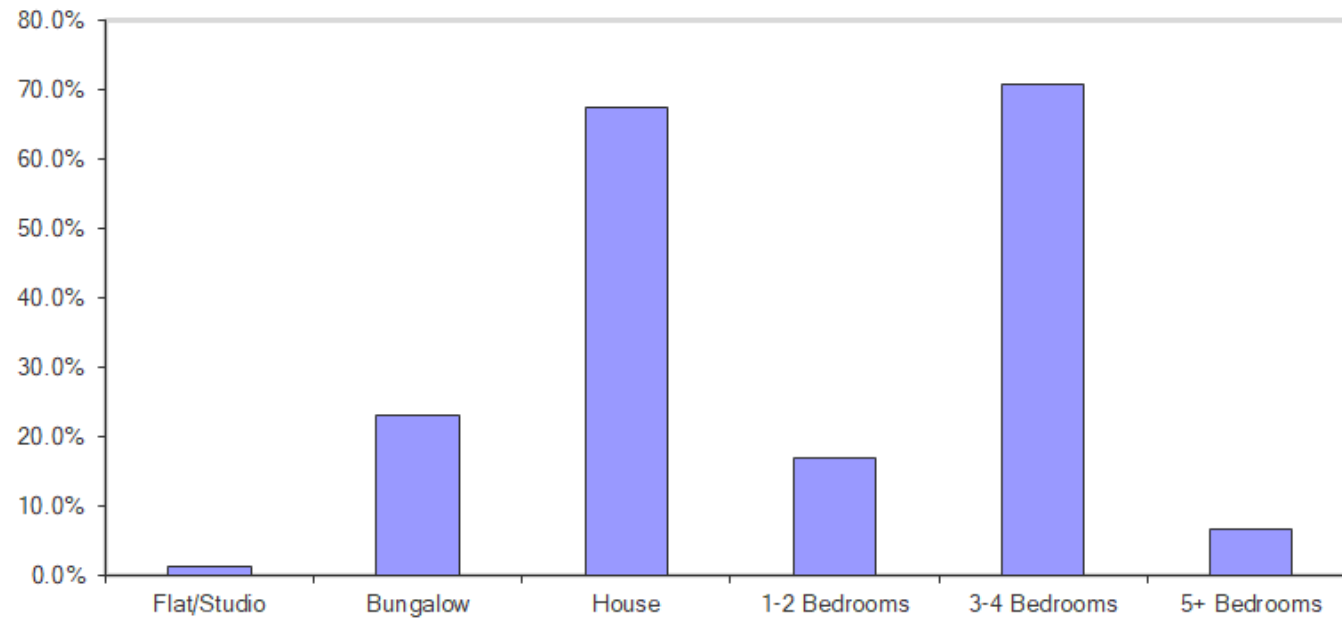
Question 12 If Marks Tey is designated to have any additional housing please indicate to what extent you agree with the need for each of the following sizes and styles of homes.



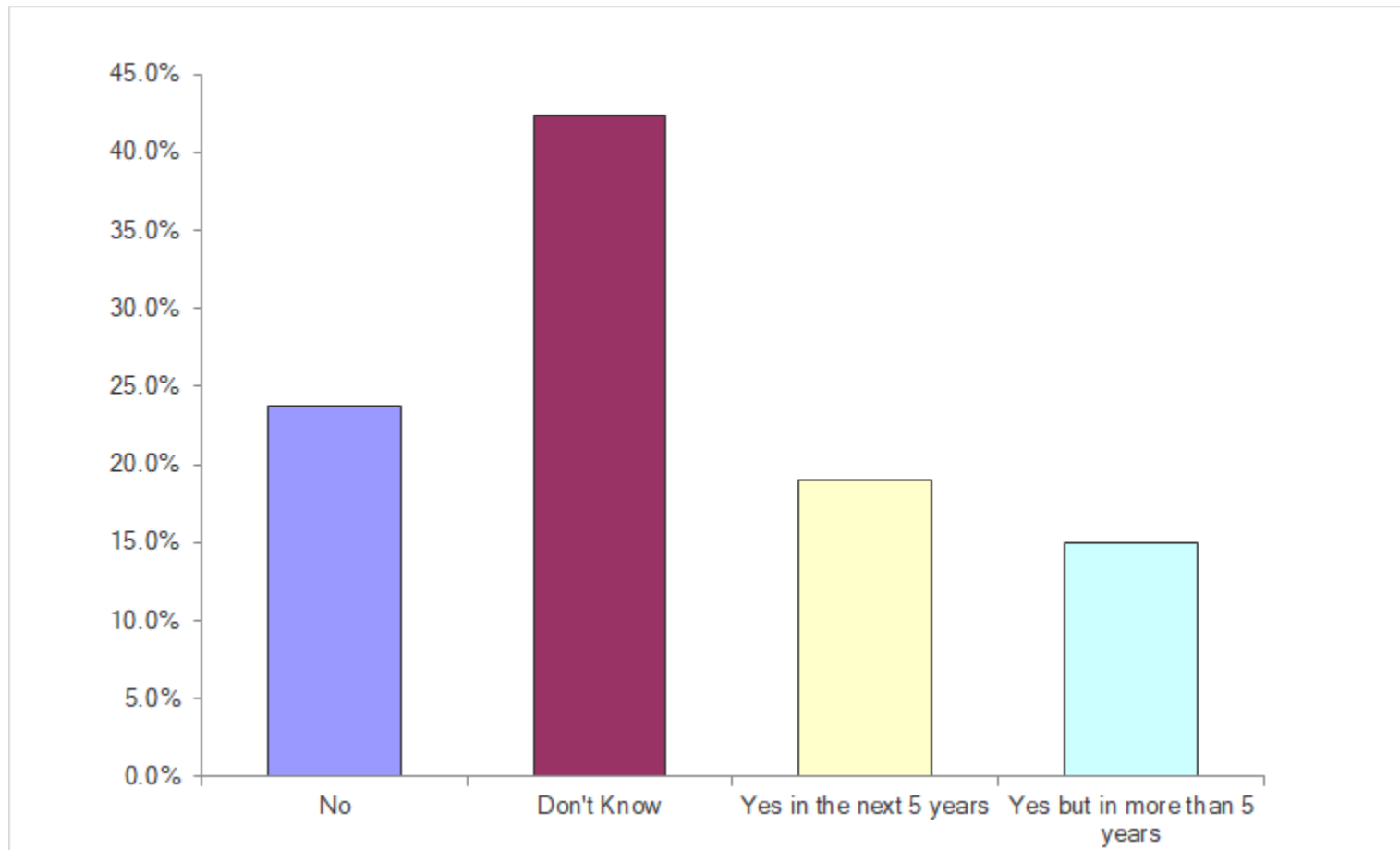
Question 13 Indicate to what extent you can agree with the following statements.



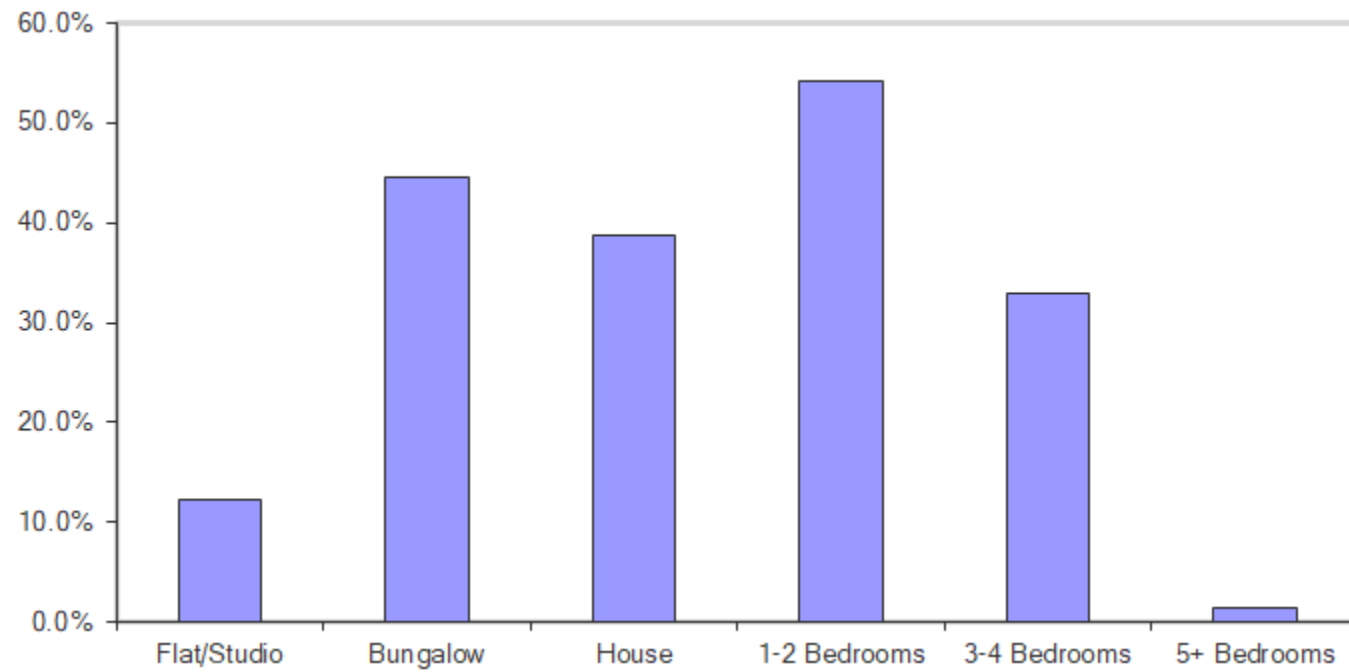
Question 14 What type of dwelling do you live in now?



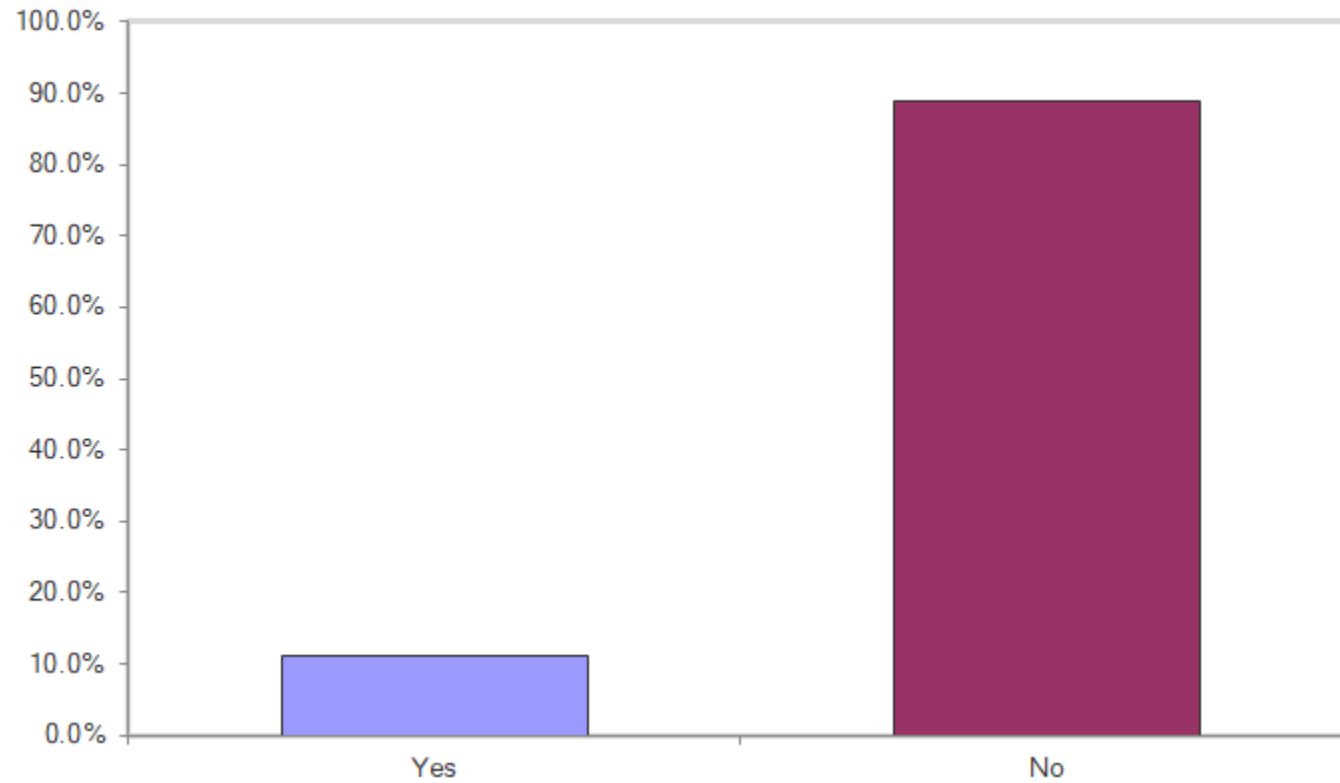
Question 15 Will you (or anyone living with you) need to move to alternative accommodation in future?



Question 16 What type of dwelling would you (or they) require in the future?

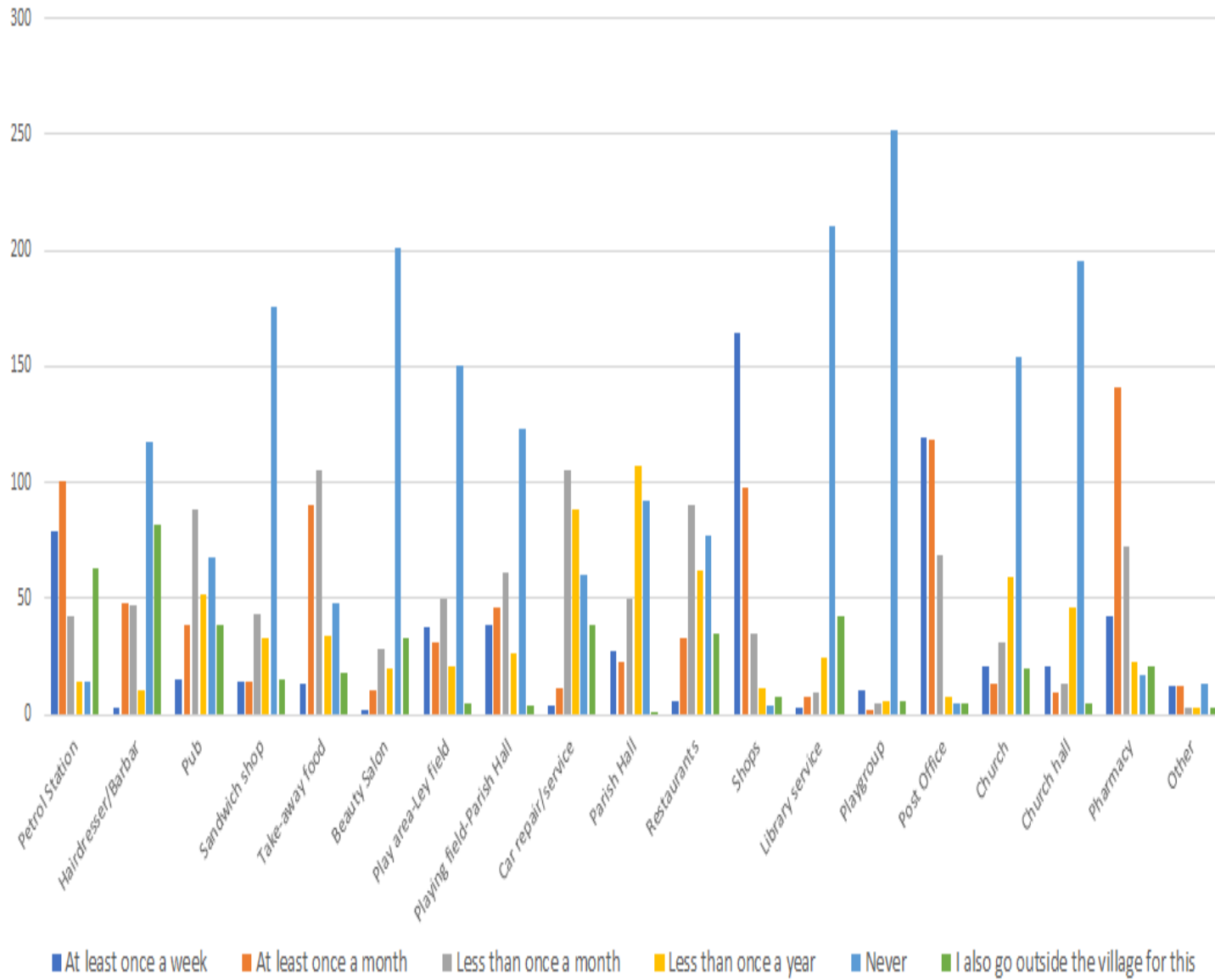


Question 17 Have any of your family moved away from this area in the past 5 years through not being able to find a suitable home locally?

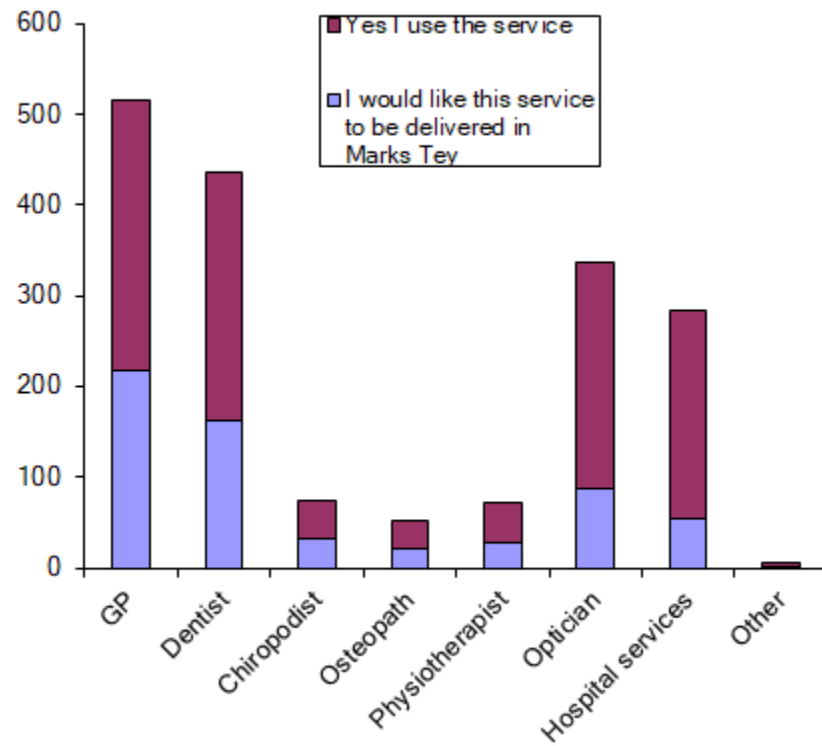


The facilities in the Parish was the next section

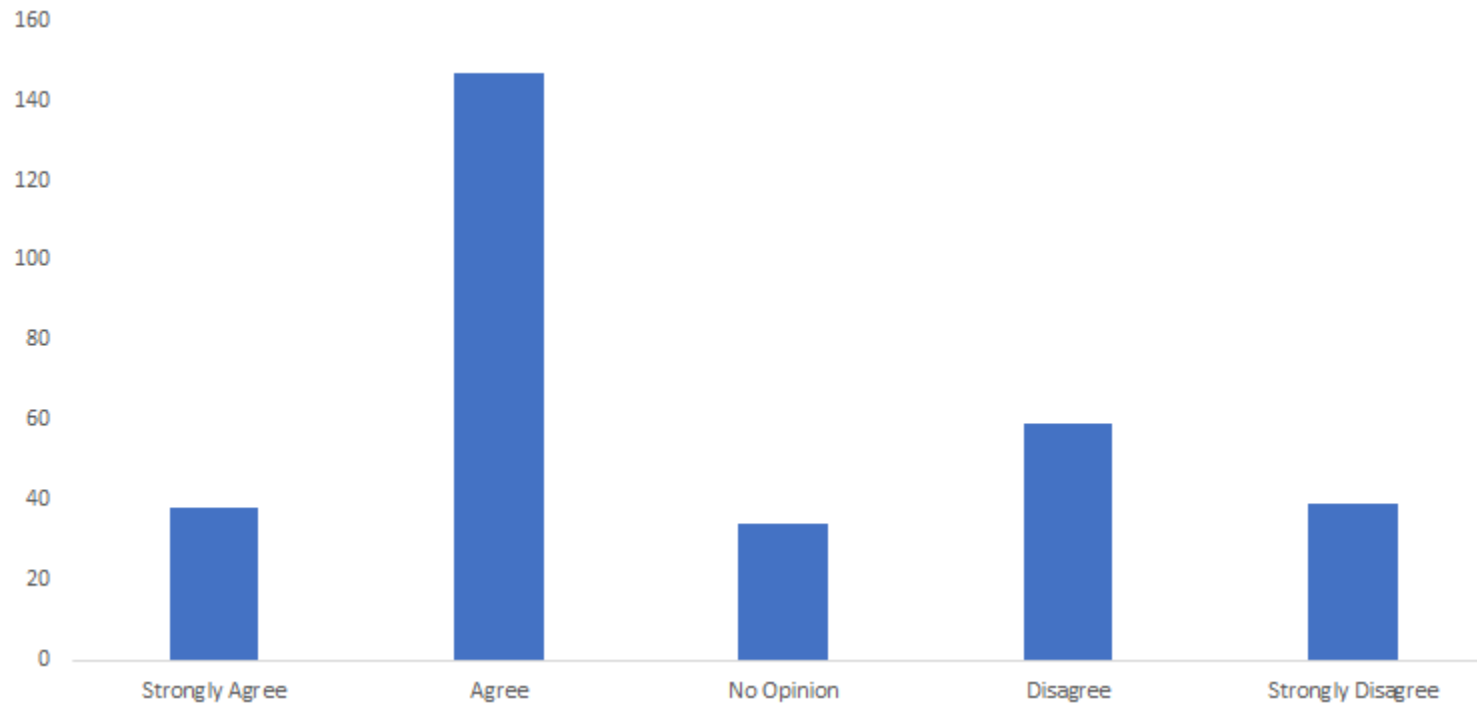
Question 18 Do you use these facilities or services in Marks Tey? If yes, how often?



Question 19 Do you use the Health Services below? Please tick all that apply, and tell us what town or village you go to for them. For those that answered why they go for the health services, these are listed on the supplementary answers PDF document.



Question 20 The current internet Broadband provision is sufficient for your needs. Do you agree?



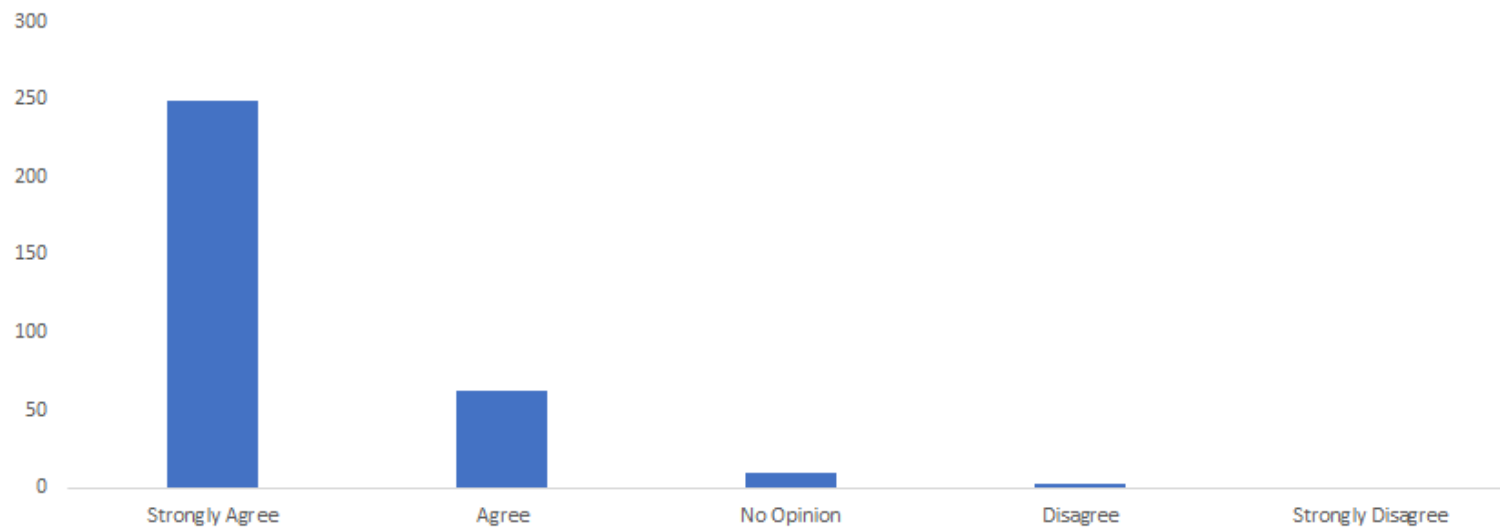
Question 21 Please tell us which facilities or services you would like to have in Marks Tey which are not mentioned above. These are listed in the supplementary PDF.

The next section related to the Environment

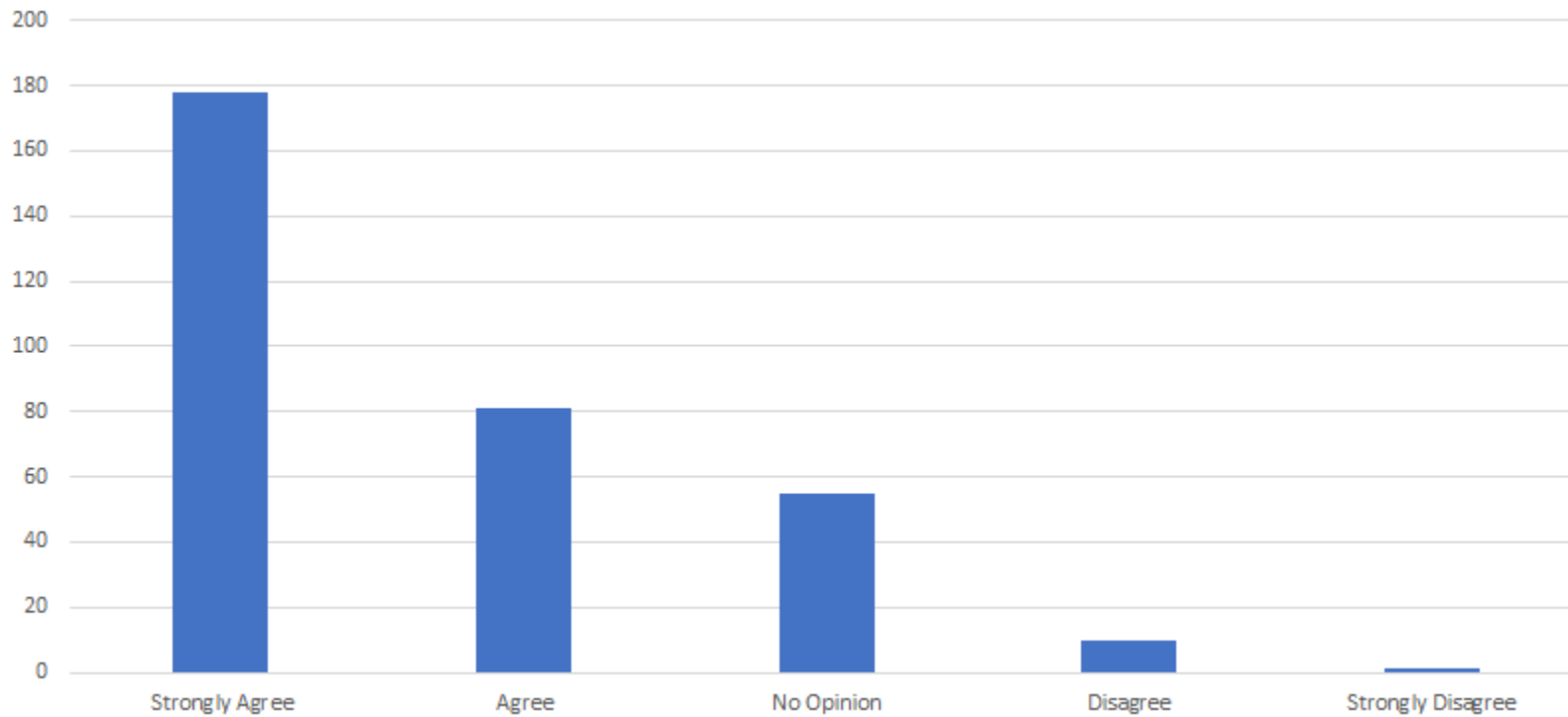
The preservation of our environment and the protection of the wildlife in Marks Tey is a key element of our Neighbourhood Plan as identified by residents in the first questionnaire. The residents of Marks Tey have expressed an interest in retaining our open spaces and surrounding countryside.

We have sites of Special Scientific Interest within our Parish, in the old brick works site, together with the Roman River at the end of North Lane. The following statements and questions are to help identify what aspects of our environment are important to you.

Question 22 It is important to keep a buffer zone of open countryside bordering between Marks Tey and other developments, to prevent us merging with other settlements. Do you agree?

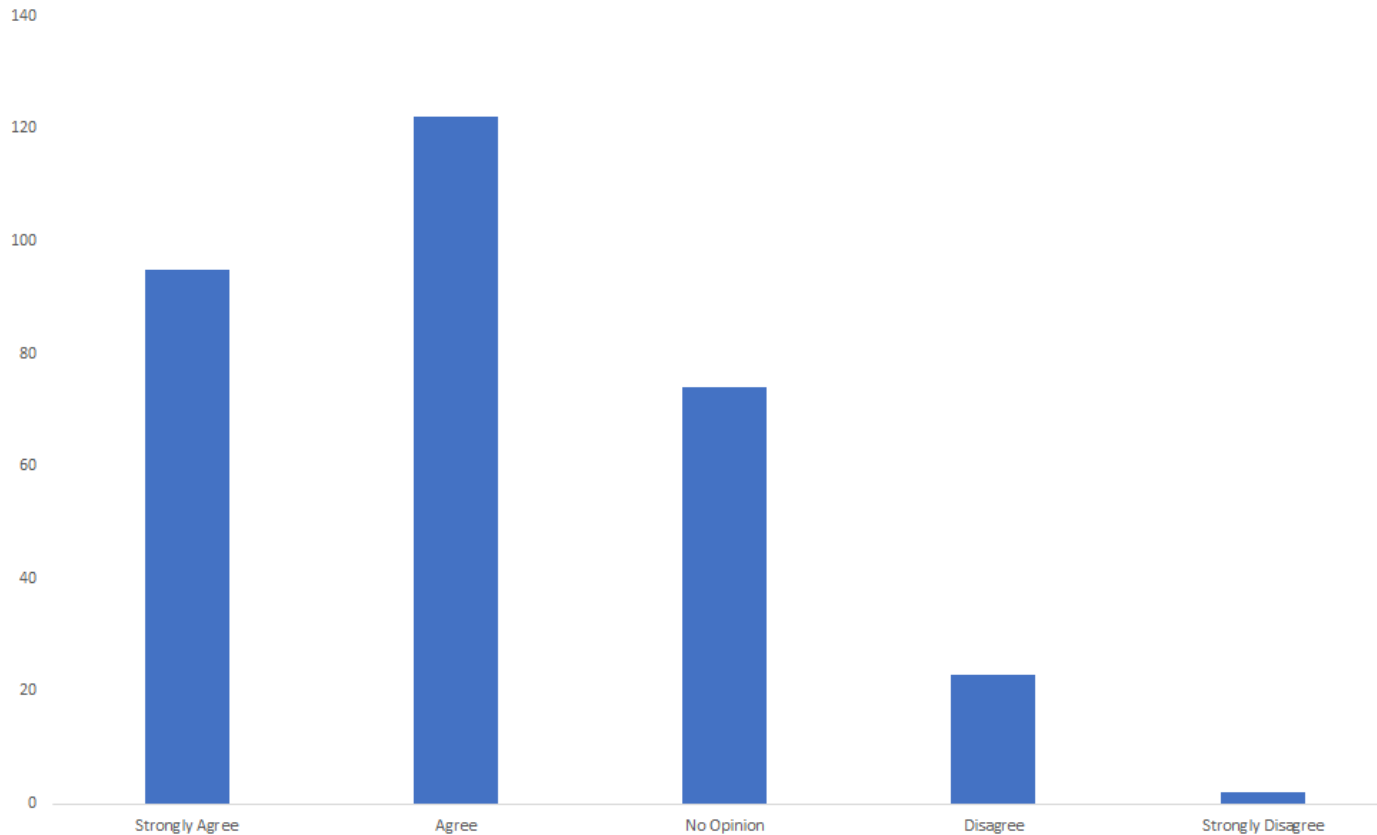


Question 23 It is important to preserve the view across to St. Andrews Church from the A120. Do you agree?

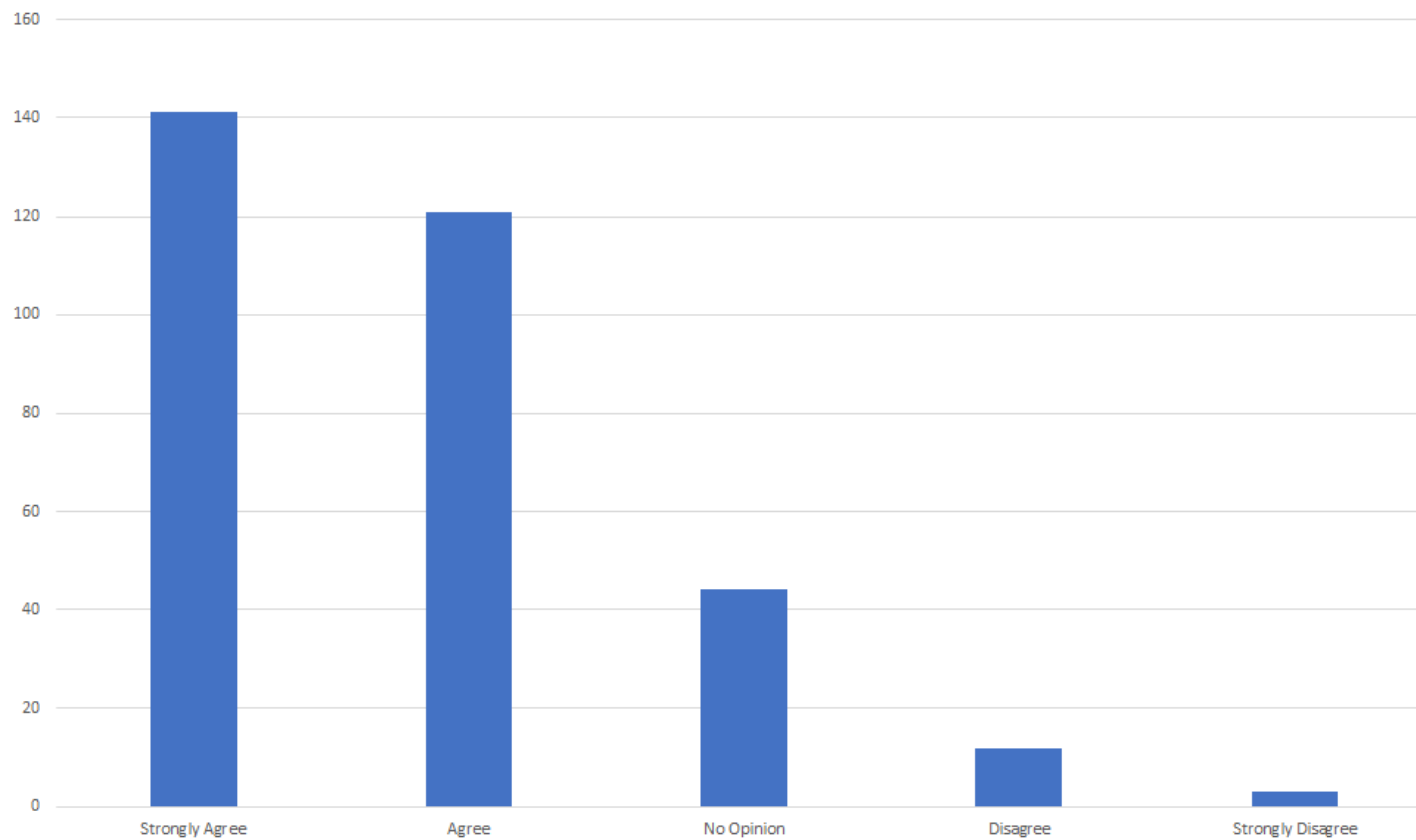


Question 24 While walking or driving around Marks Tey Parish are there any areas of open space/ views that you would like to see protected within our parish boundary or areas that are important to you? Unfortunately, views from private property cannot be taken into consideration. Please see the supplementary PDF for the responses.

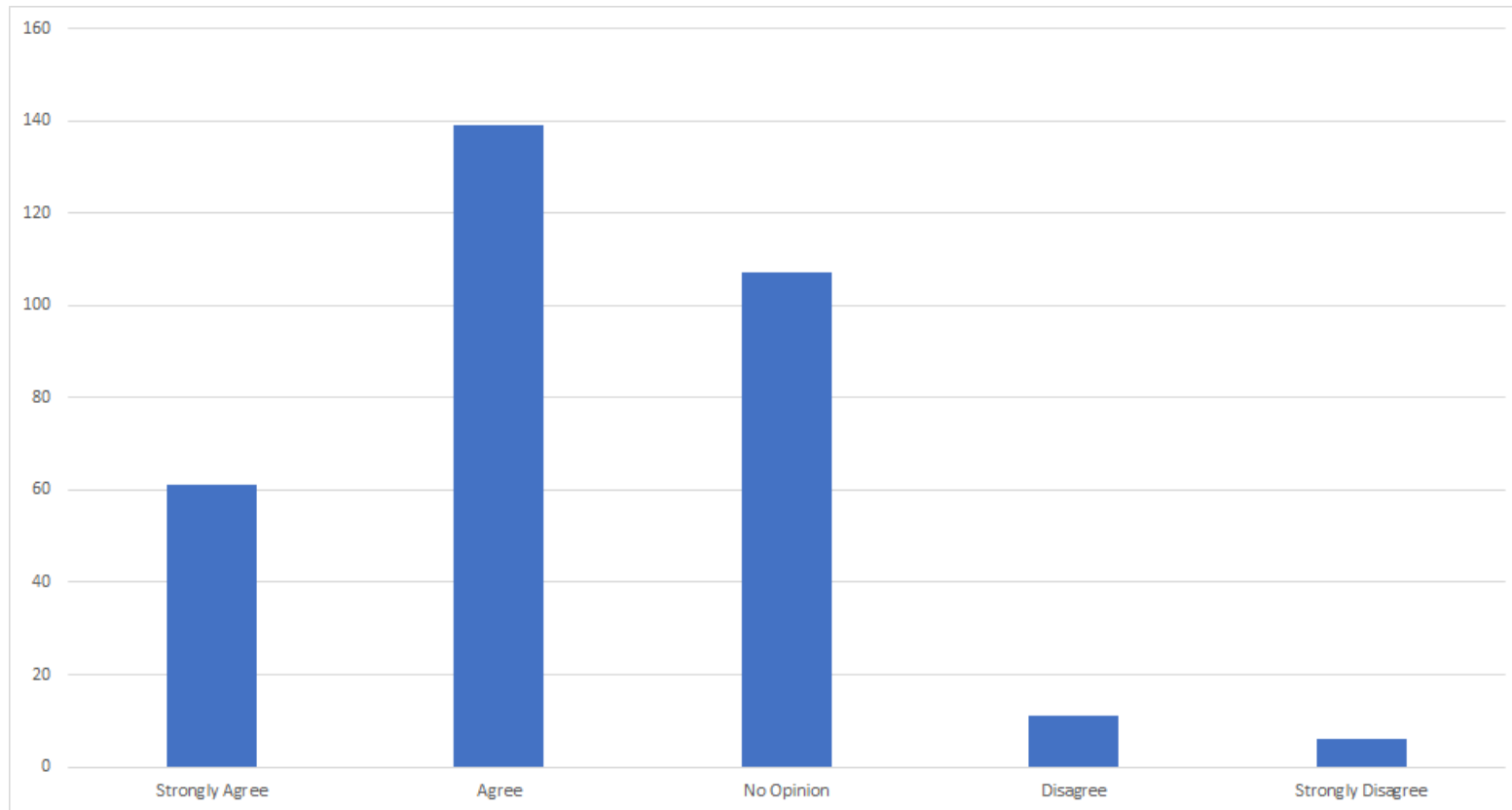
Question 25 We need additional public accessible open spaces around our village. Do you agree?



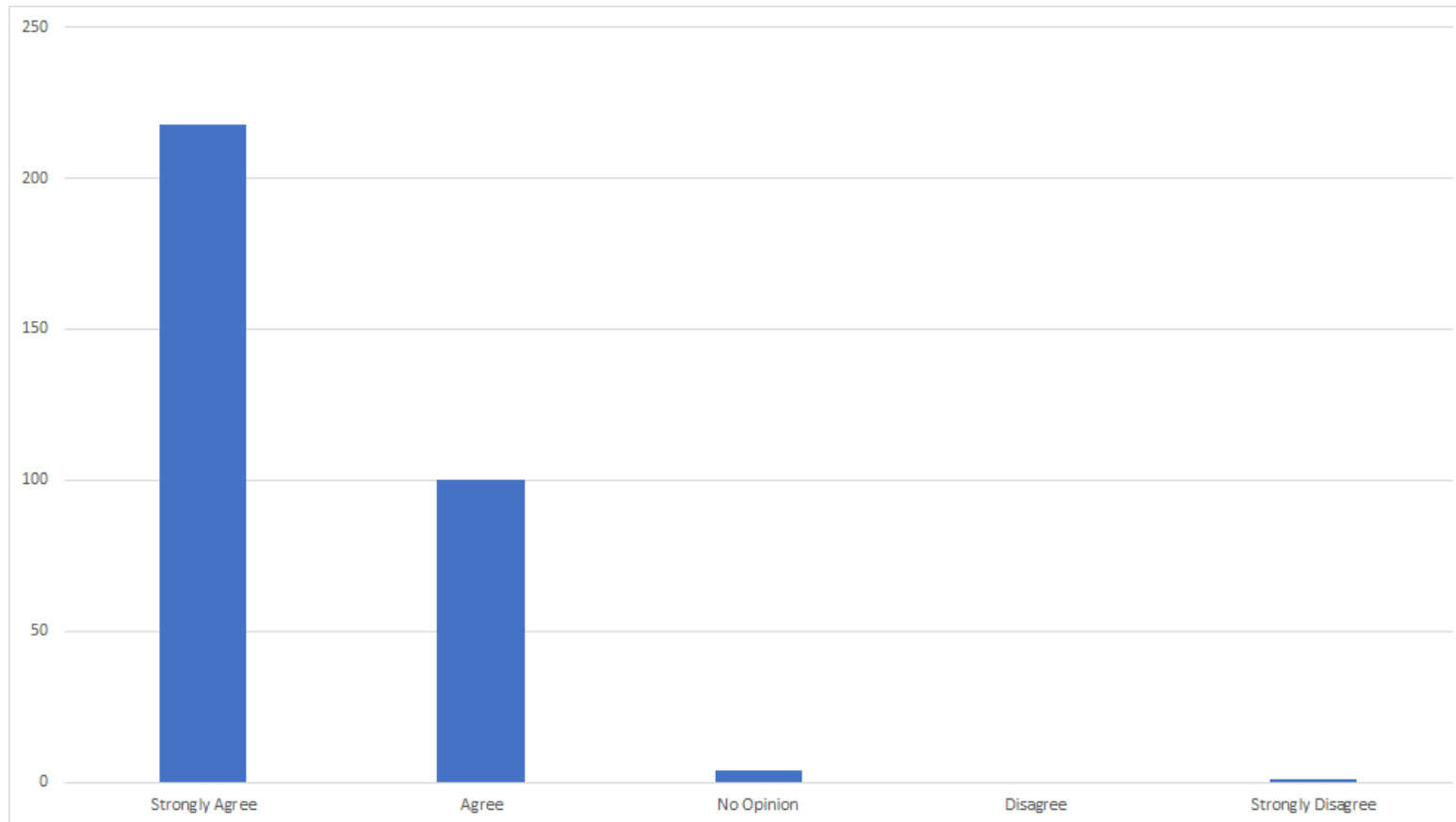
Question 26 It is important that any development of the village is structured in such a way as to create a heart to our village given that we are separated by the A120 and A12. Do you agree?



Question 27 Allotments should be included in Marks Tey Parish. Do you agree?



Question 28 The preservation of the rural environment within Marks Tey Parish is important. Do you agree?

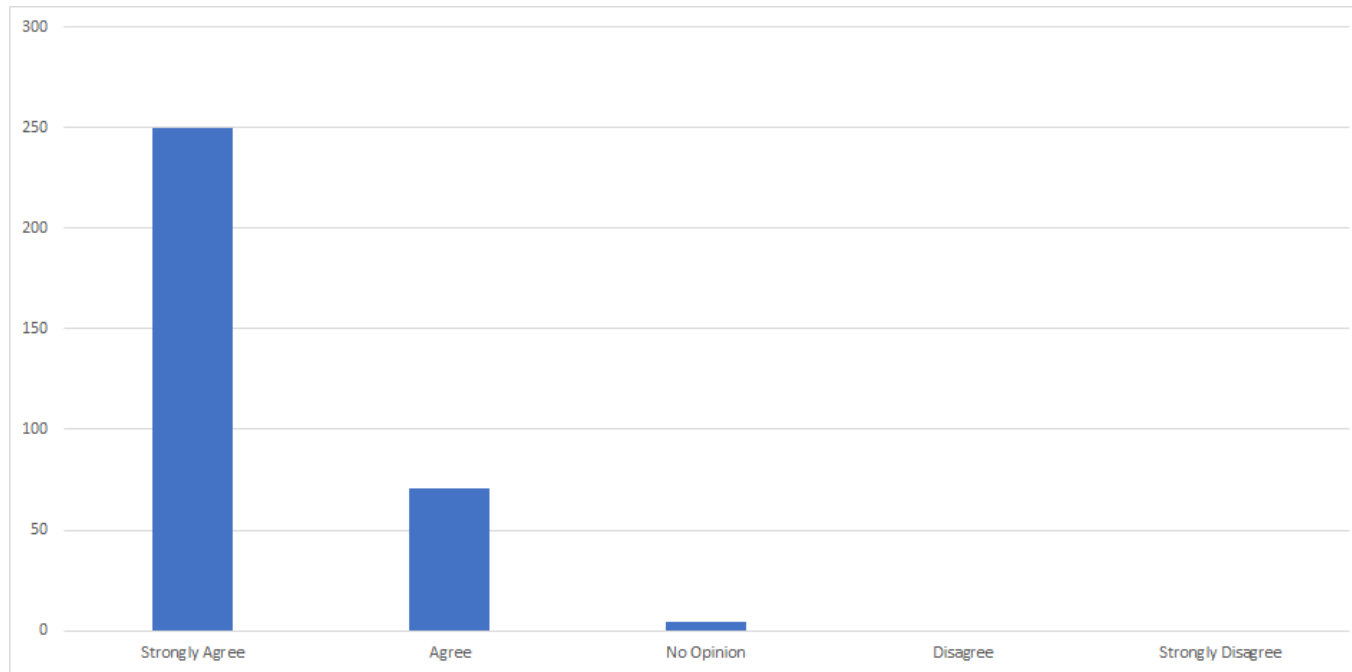


Question 29 An indication of a healthy environment is the wildlife observed within it, and the animals and birds listed below, and others, have been seen in our Parish in the last 12 months. Please tick if you have seen the following animals locally, in the last year, the location where you saw them, and how many. Please estimate the highest number of each species you've seen at any one time, not the total seen over the year

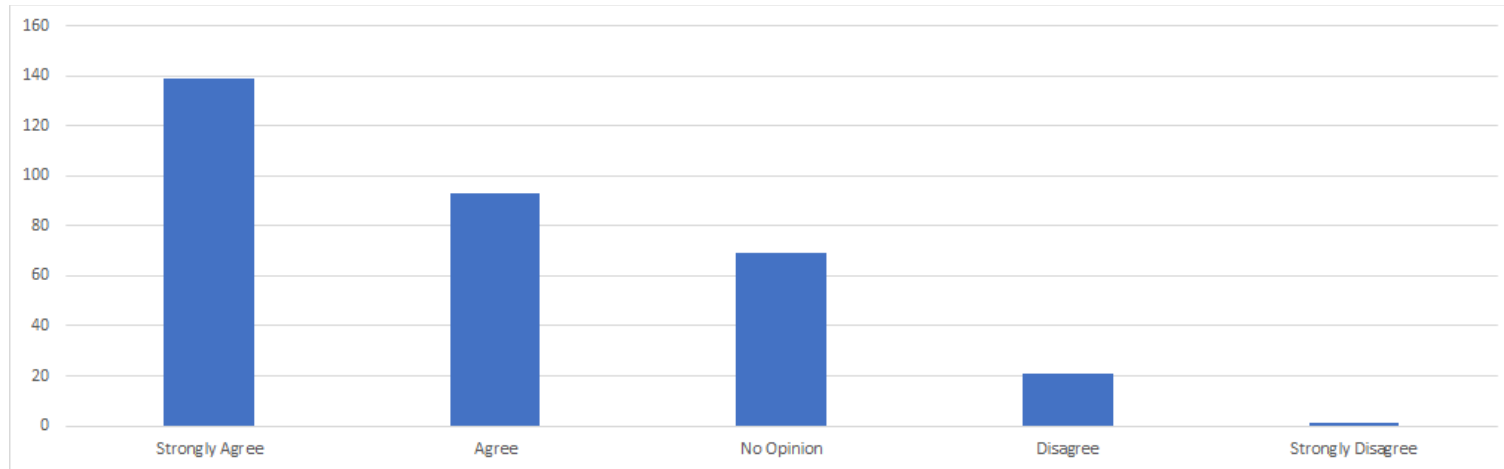
Answer Options	1-3	4-6	7-9	10+	
Badger	32	0	0	0	
Fox	103	11	0	3	
Bat	68	30	4	19	
Muntjac Deer	86	18	0	3	
Fallow Deer	32	7	0	1	
Hedgehog	158	21	2	3	
Owl	73	5	0	2	
Sparrow Hawk	122	8	3	4	
Kingfisher	25	0	0	0	
Jay	76	9	1	1	
Woodpecker - Green	100	9	0	1	
Woodpecker - Spotted	61	3	0	0	
Buzzard	56	15	6	0	

Pheasant	113	34	17	26
Hare	41	6	2	3
Rabbit	66	53	23	61
Squirrel	120	25	4	10
Otter	1	0	0	0
Newt	32	7	2	8
Frog	101	40	16	24
Toad	67	9	1	4
Slow Worm	64	4	0	1
Mole	42	9	1	1
Mice	96	22	10	14
Shrews	56	7	2	1
others-please specify in the text box below	35	2	2	8

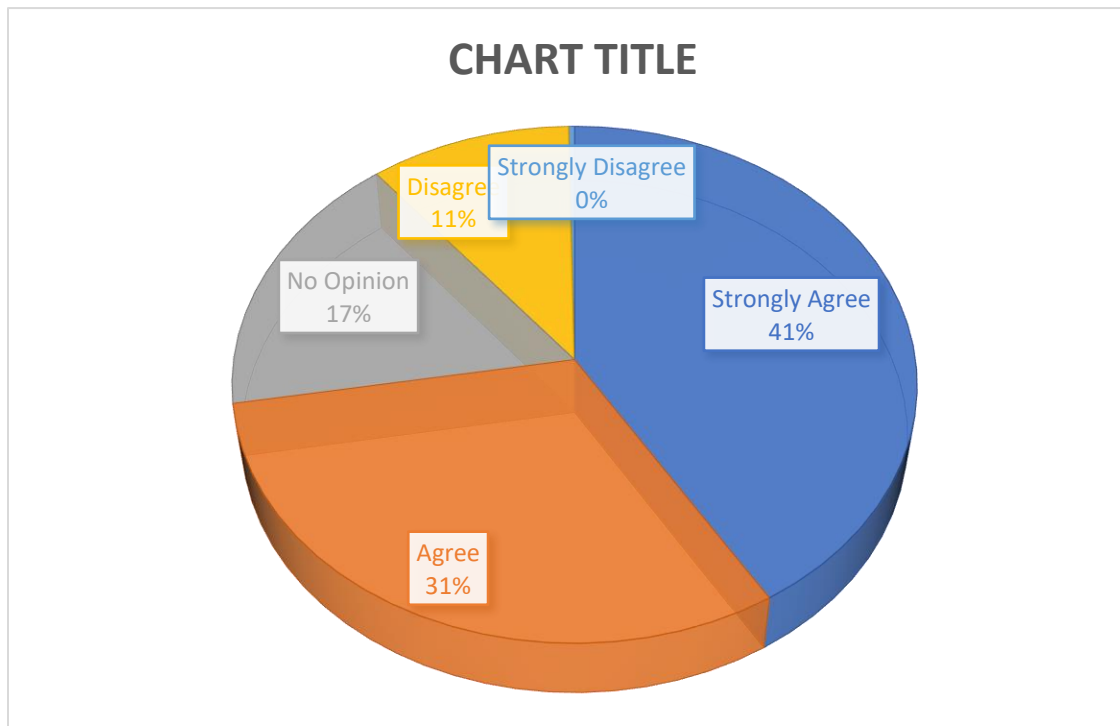
Question 30 It is important to preserve the habitat for birds and other animals in Marks Tey Parish. Do you agree?



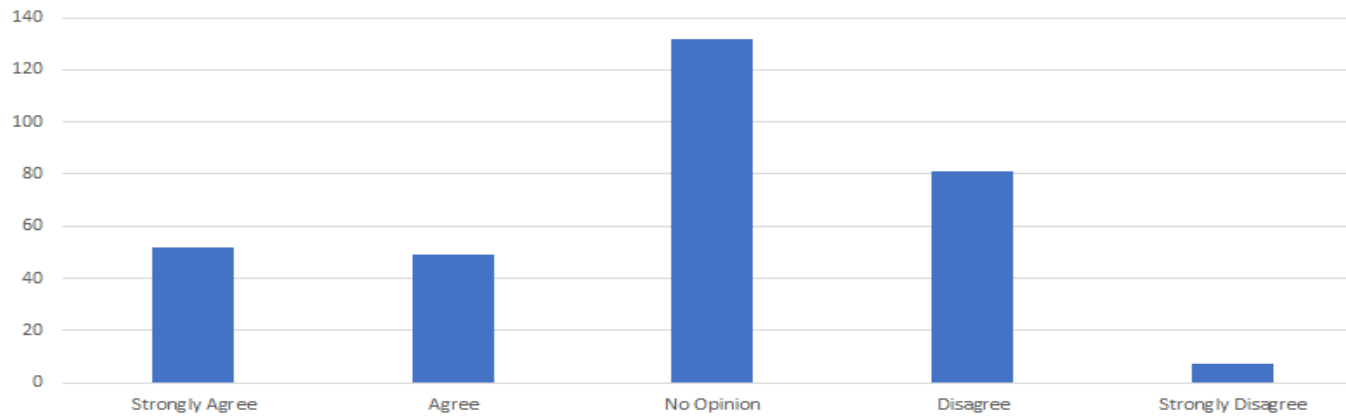
Question 31 Air pollution affects the quality of life for your family. Do you agree? Responses for examples can be found on the Supplementary PDF.



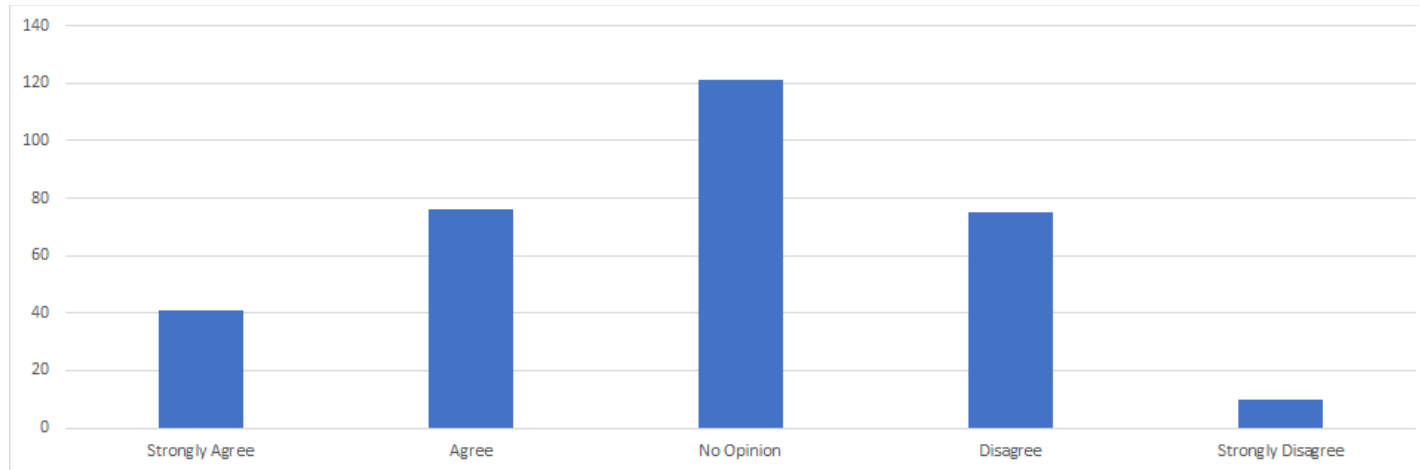
Question 32 Noise pollution affects the quality of life for your family. Do you agree? Responses for examples can be found on the Supplementary PDF.



Question 33 Light pollution affects the quality of life for your family. Do you agree? Responses for examples can be found on the Supplementary PDF.



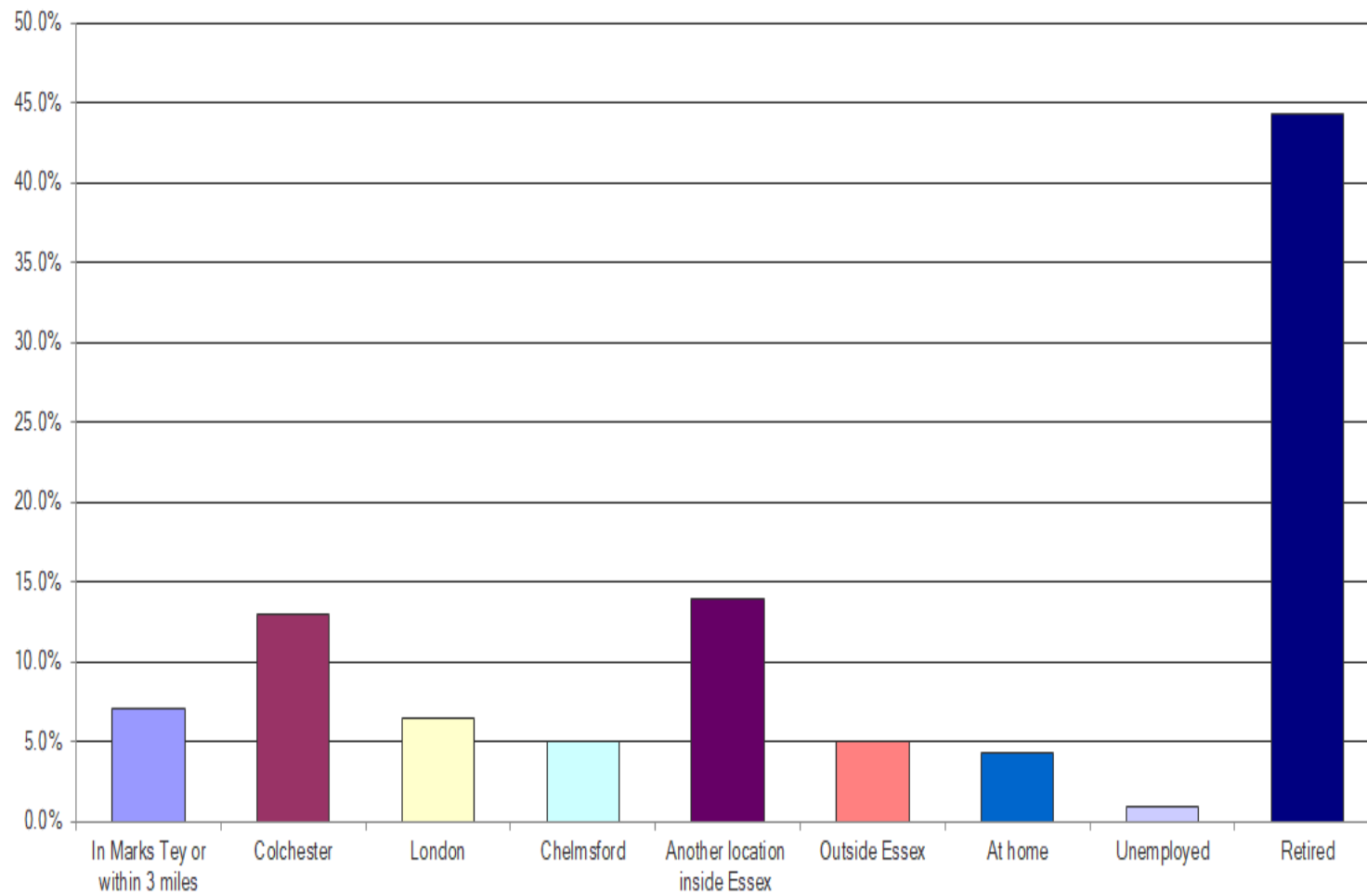
Question 34 Flooding within Marks Tey is a concern. Do you agree? Responses for examples can be found on the Supplementary PDF.



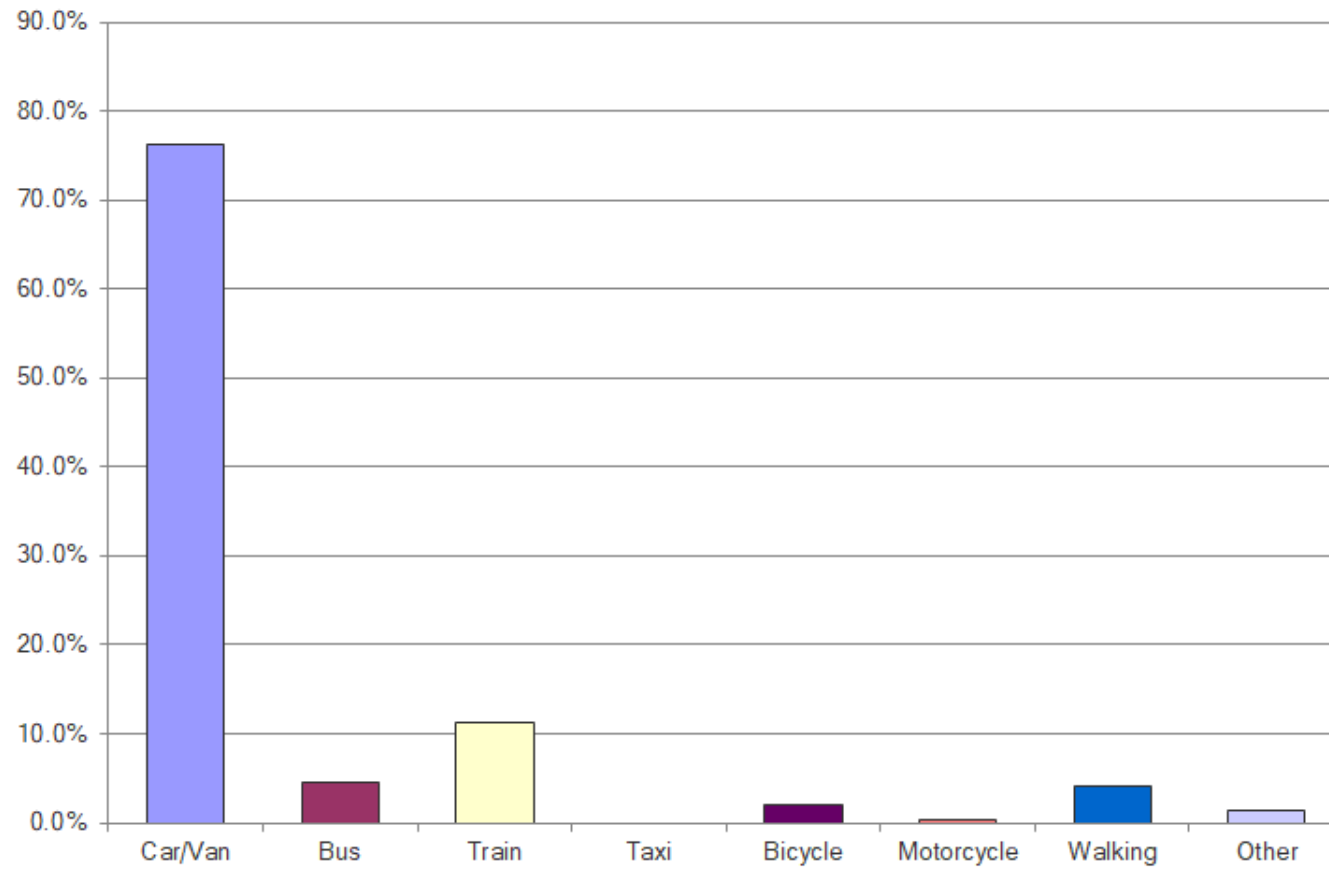
The next section looked at the economy

Marks Tey is a substantial community of 2,500 people and has a wide selection of 100+ businesses ranging from individual home workers to larger organisations. Business and retail is important to the community for supplying needs and providing local job opportunities. We have asked business owners what they need. The purpose of the questions below is to identify what you need to enable Marks Tey Parish to continue to thrive.

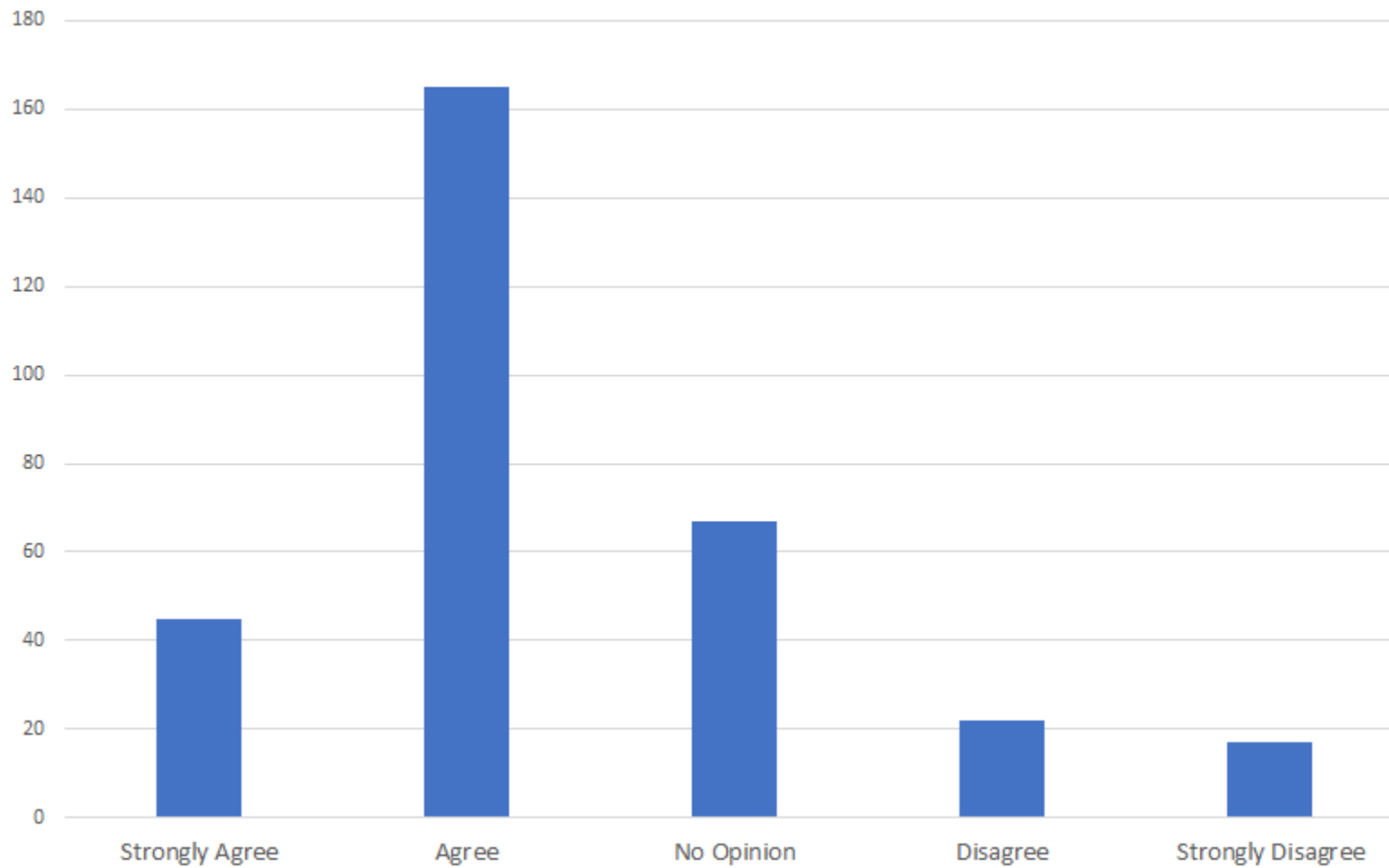
Question 35 Where is your main place of work?



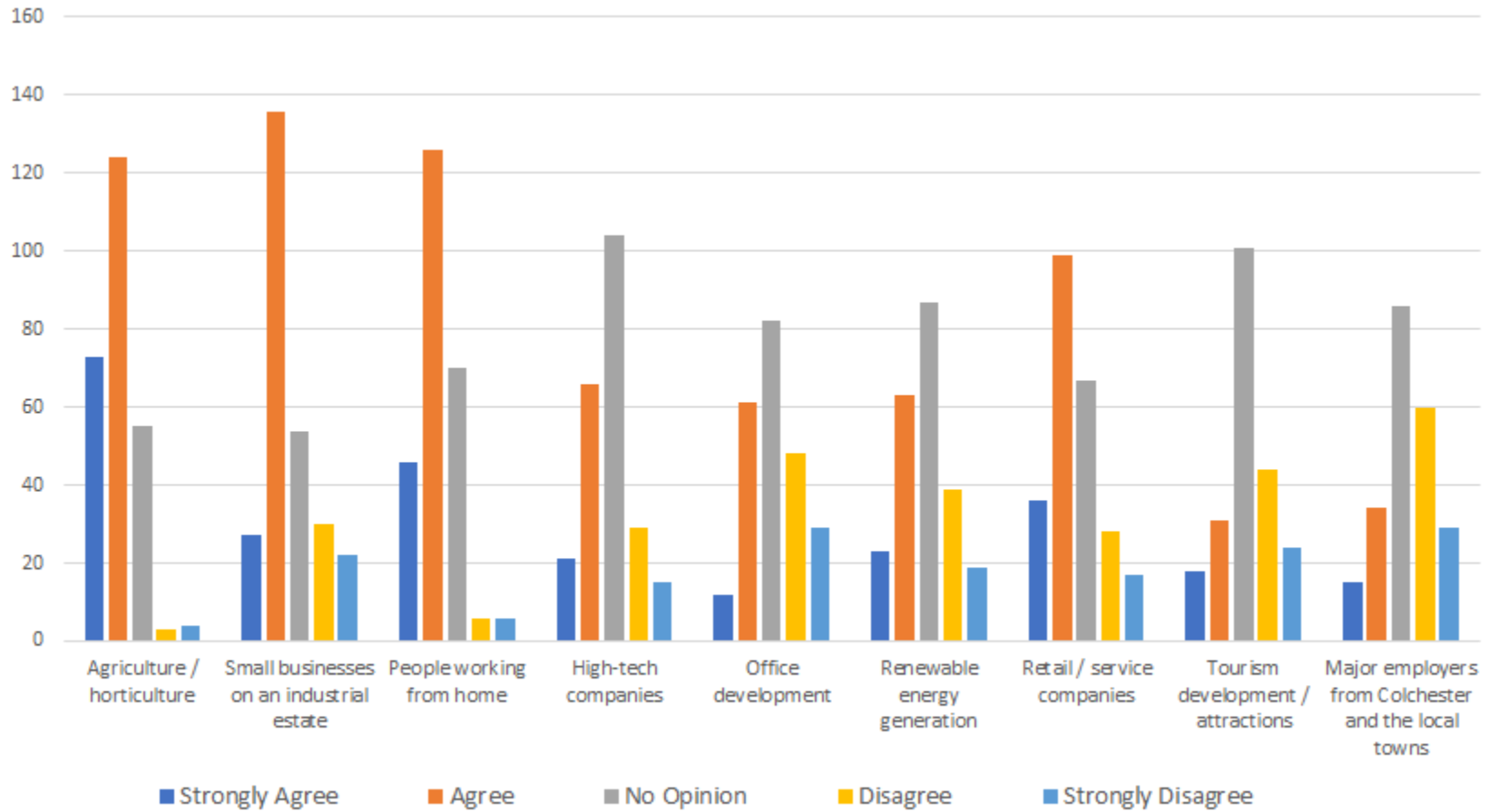
Question 36 What is, or would be your means of transport to work, training or study?



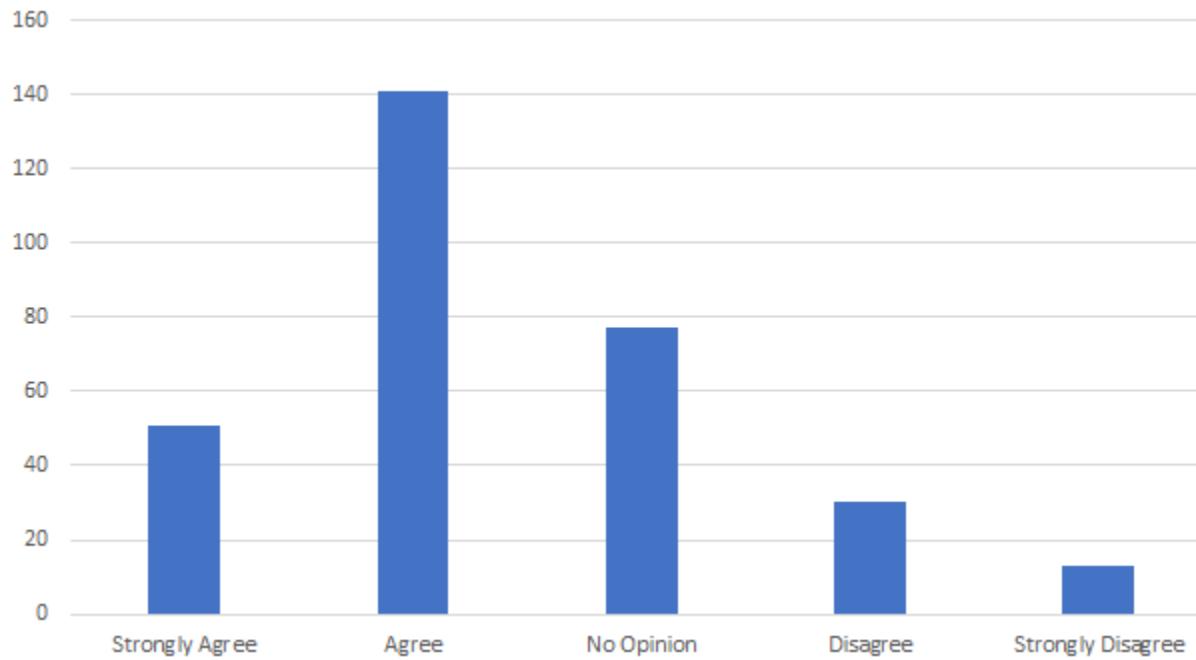
Question 37 The Neighbourhood Plan should make provisions for commercial development.(i.e. providing local employment). Do you agree?



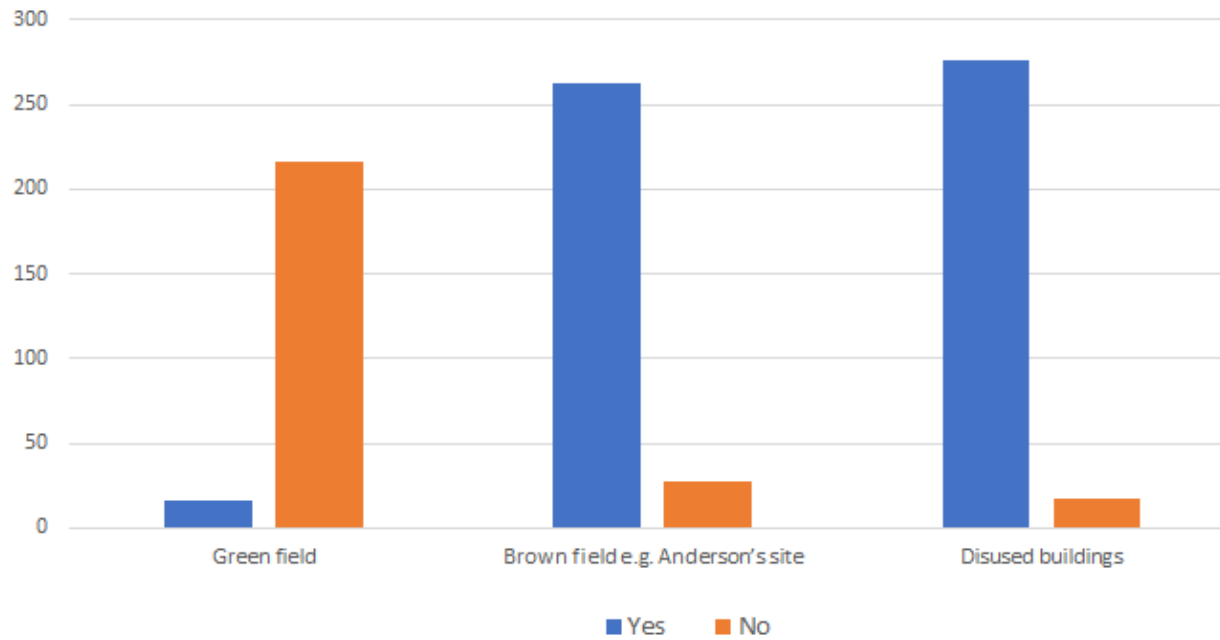
Question 38 What kind of commercial development?



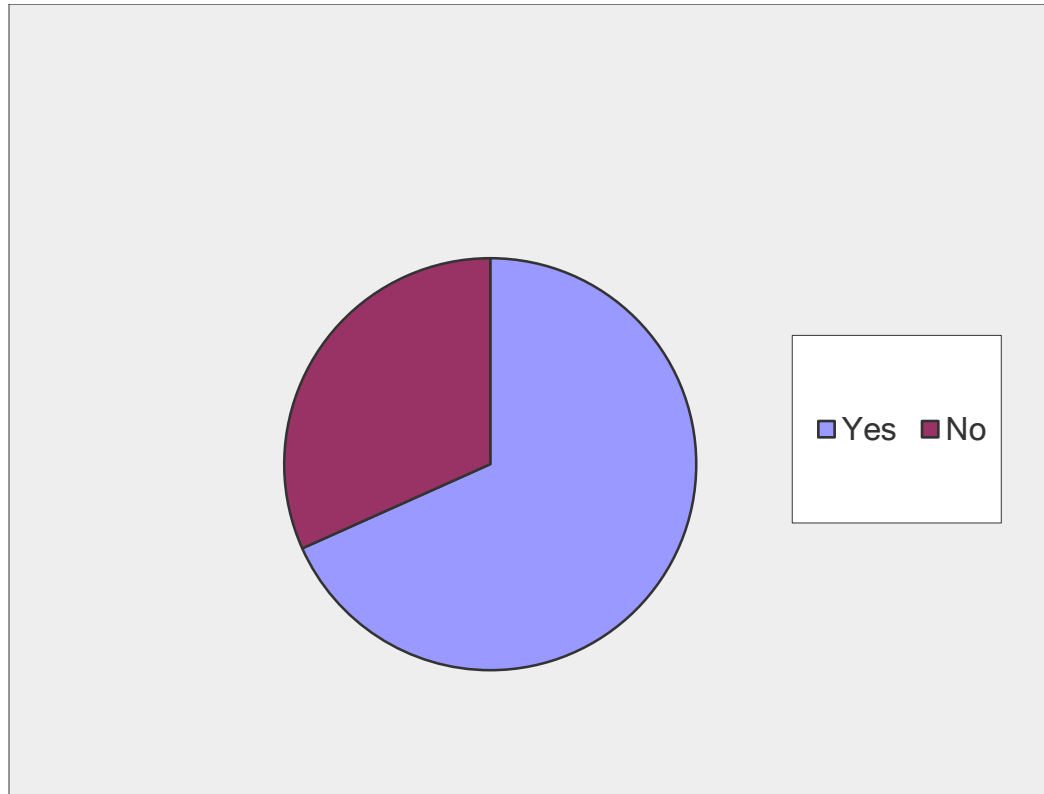
Question 39 The Neighbourhood Plan should allocate sites for employment. Do you agree?



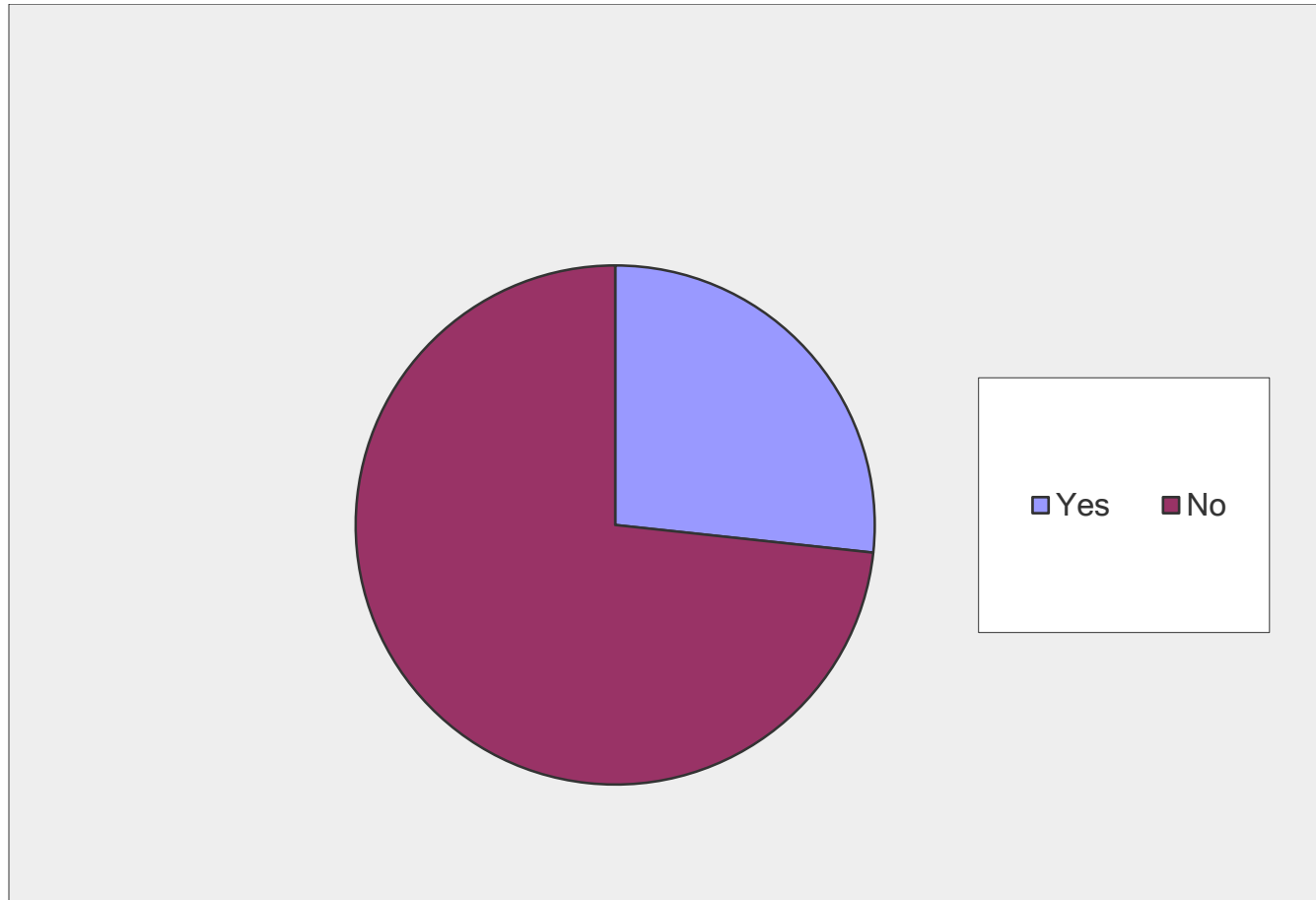
Question 40 Which types of site should be allocated for employment?



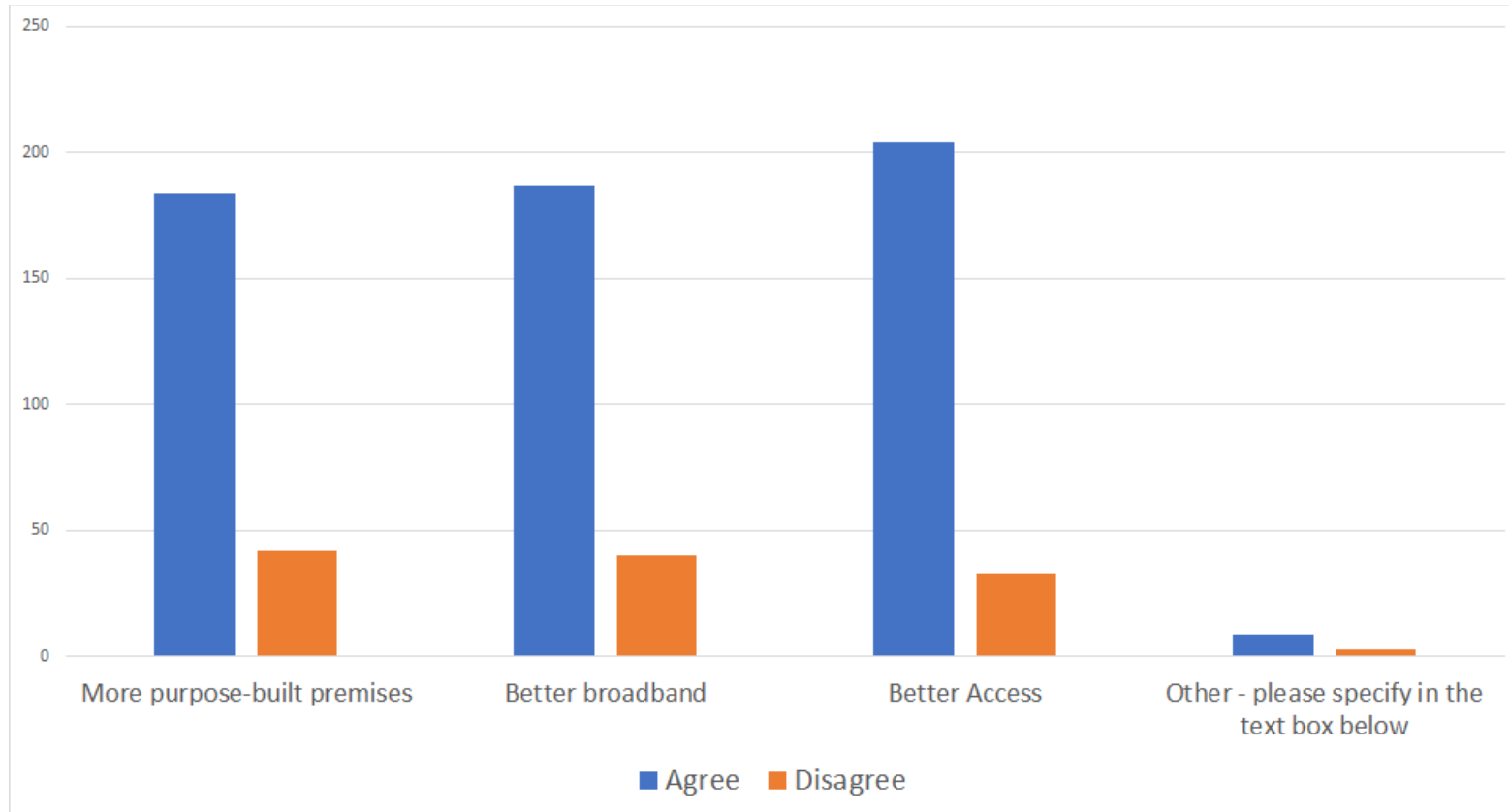
Question 41 Should employment sites be protected from change of use?



Question 42 Is anyone in your family likely to seek local employment within the parish in the next five years?



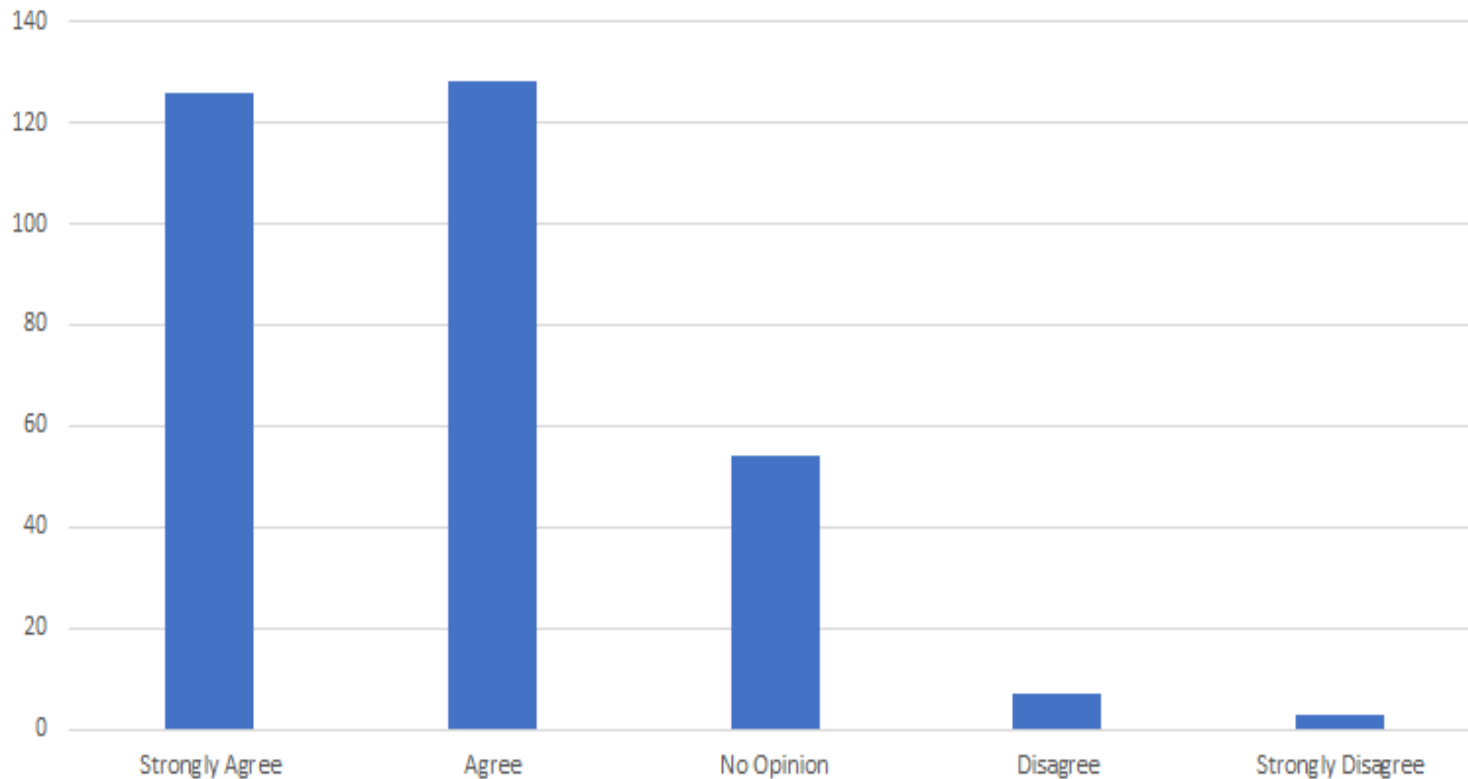
Question 43 What would encourage business to locate in Marks Tey? Responses for comments to question 43 can be found on the supplementary PDF.



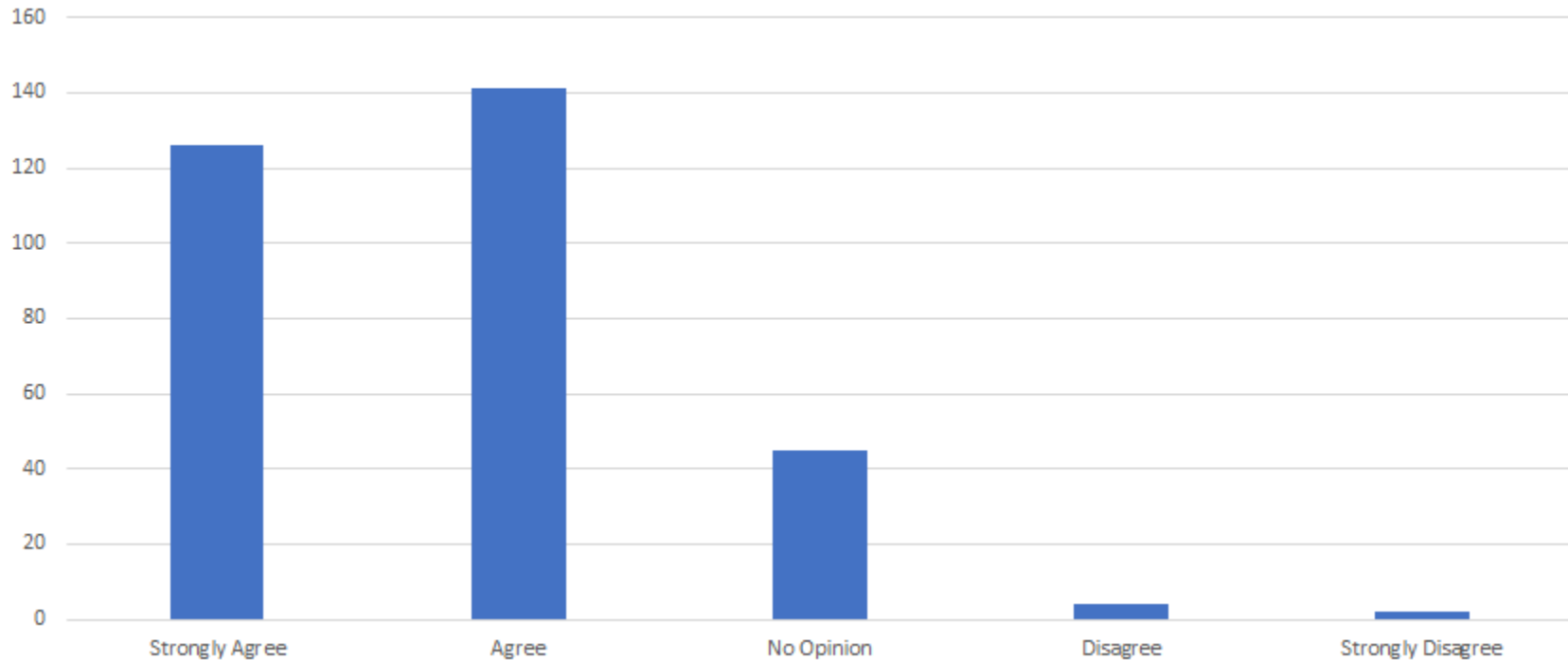
Heritage was the next section

The history of the area we now call the Parish of Marks Tey goes back millions of years with evidence of the area being an interglacial lake from deposits found such as sea urchins and woolly mammoth remains. We even have evidence of pudding stones (built into the church) which some believe could have been used by the first humans as track markers to find their way across the country. We have evidence that our three Roman roads were improvements to tracks which already existed, and that was almost 2,000 years ago. The Grade II listed Marks Tey manor house with moat has a history stretching back to 1066 when William the Conqueror divided the land up between his noblemen. There are 27 listed buildings within the parish including two Grade I listed churches, St Andrews and St James the Less, Little Tey; and a Grade II star listed barn, for which building permission was granted by Queen Elizabeth I. There is a range of listed houses and barns found all over the parish in conditions ranging from 'excellent' to 'giving rise for concern for their future'. Grade II listed Bottle Kilns, which are now extremely rare structures, can be found at the Marks Tey Brickworks. Then of course we have areas which are listed as monuments a selection of which are Stane Street (A120), Long Green and Potts Green which were the sites of the village greens. Crop marks are found to the north and west of Domsey Brook. Several field boundaries are also recorded as monument sites by Colchester Borough Council. Also some houses which do not have listed status are recorded as monuments such as the house in London Road formerly known as Butcher's Farm and Broom's Farm now demolished. Even the trees and hedges have a long history attached to them and evidence is being gathered to establish if they are 'Ancient Green Lanes' which is a strong possibility. There is so much more to Marks Tey than traffic jams and pollution that needs protecting by the community.

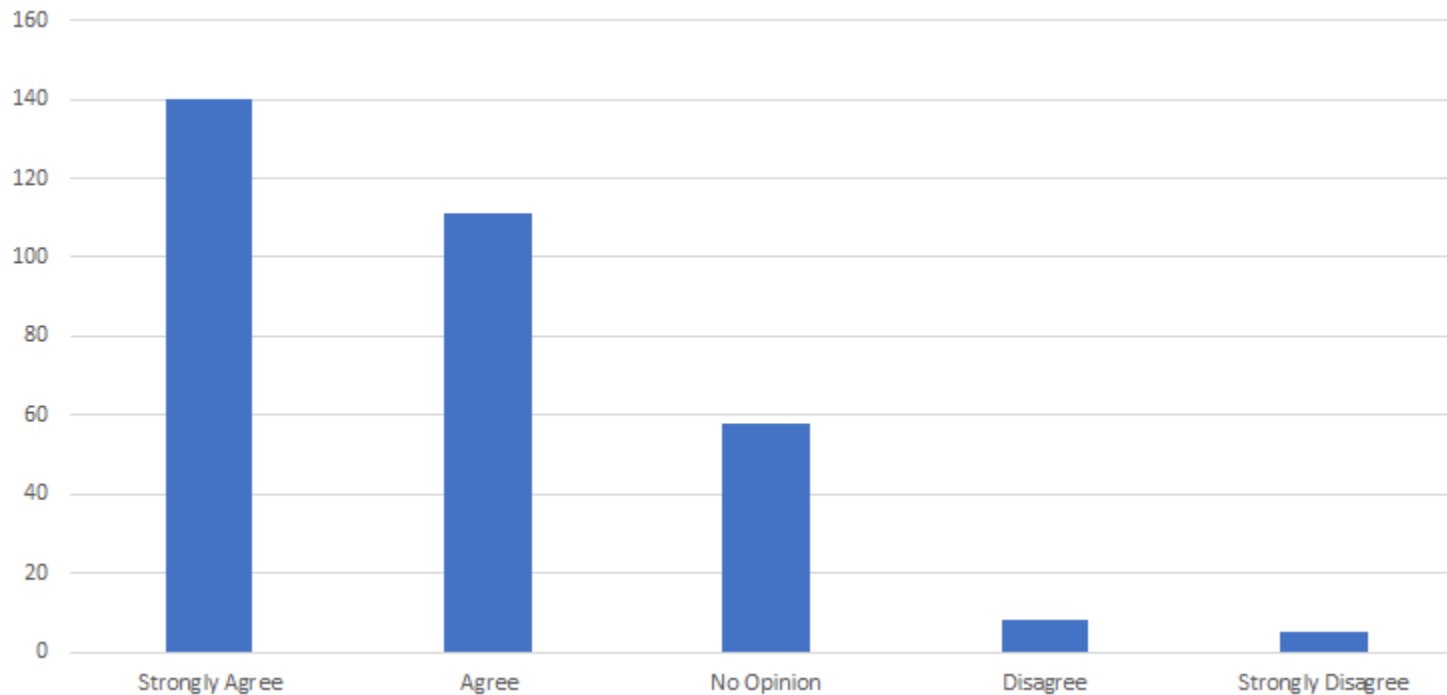
Question 44 Marks Tey Hall along with the two barns are of significant importance both locally and nationally, and have a great future potential as an asset to Marks Tey, but they are in dire need of some very costly tender loving care with the Grade II barn appearing on Colchester's Buildings At Risk Register. Future development plans should include provision for restoring and protecting these buildings. Do you agree?



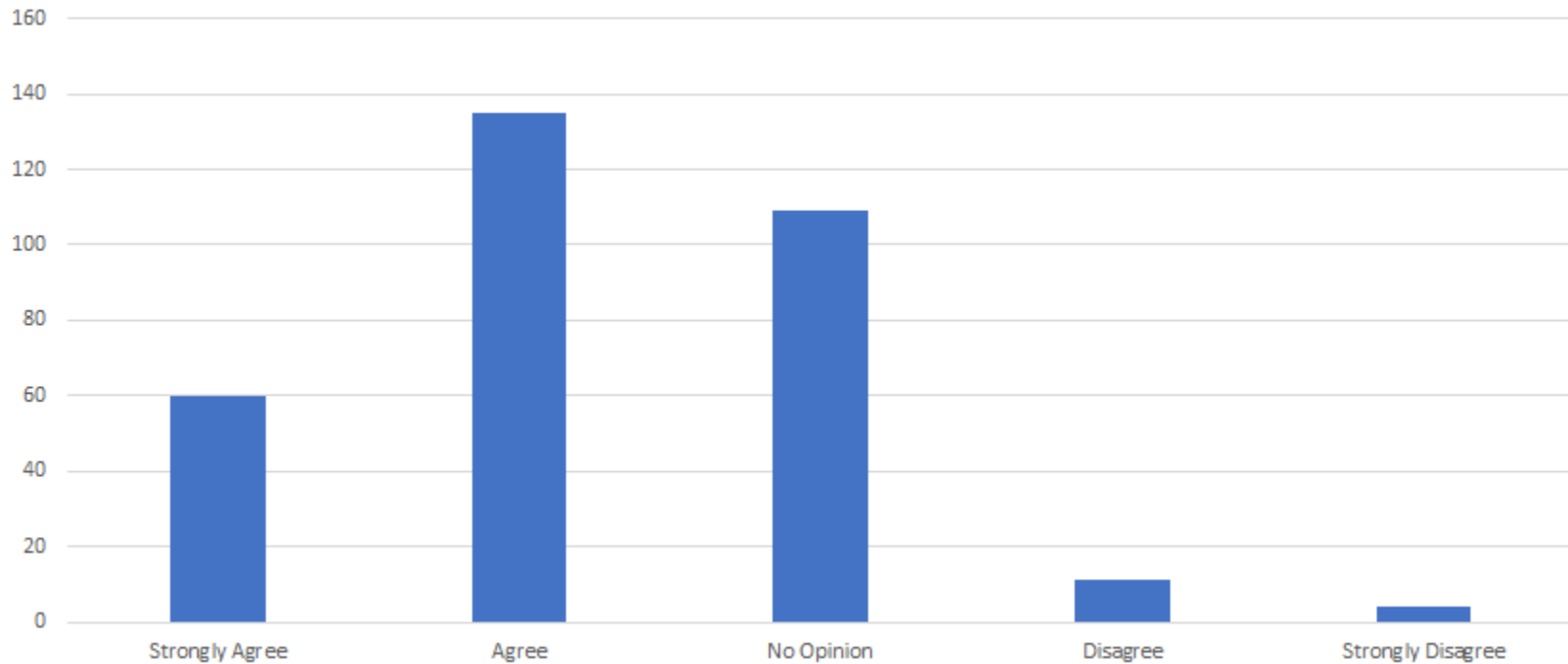
Question 45 Long Green and Potts Green were originally separate settlements from Marks Tey but they are now incorporated into Marks Tey Parish. They are listed monuments because they were the sites of the village greens. From Long Green runs a lane which once provided a direct route between the two Roman Roads of Stane Street (A120) and London Road (A12) before the railway track severed it. From an initial hedgerow survey recently carried out there is evidence of it being an 'Ancient Green Lane'. At least part of this lane be restored and acknowledged as an ancient highway, and become part of a network of public paths?



Question 46 Little Tey has a very long history and is probably of Saxon origin as their settlements were built a short distance away from the main highway. The small 12th century church of St. James the Less at Little Tey hid for many years the secret of 13th & 14th century Mediaeval wall paintings. Although small fragments of such wall paintings are found in other Mediaeval churches, the discovery of such an extensive scheme of narrative wall paintings was of particular significance. The village still retains its charm and character even though it is only a short distance from the main highway, and provides many trees and footpaths for the residents to enjoy. Should the charm and character of Little Tey be preserved as a separate community?



Question 47 Our neighbours in the villages of Coggeshall, Feering and Kelvedon have local Heritage Centres and Museums. Would you like to see a similar centre here in Marks Tey?



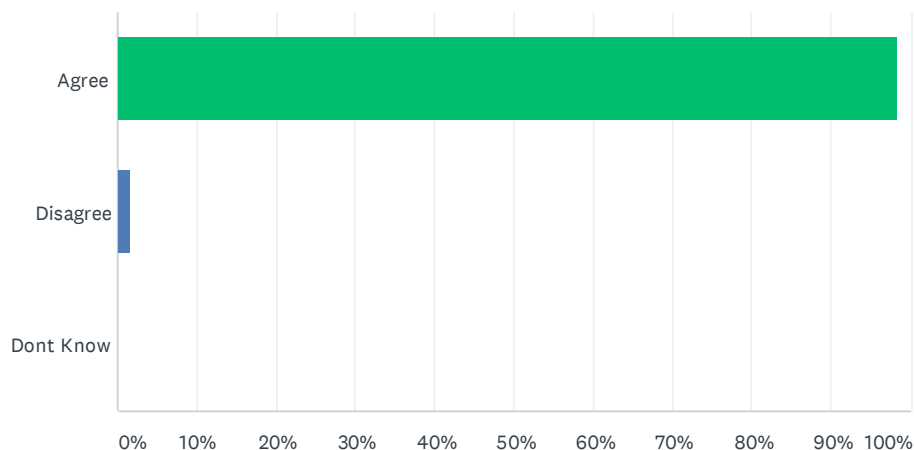
Question 48 There are many buildings and areas within Marks Tey Parish which are not listed as heritage buildings or monuments but they still have unique significance for the history of the village and to individual residents. Would you please list below, in order of importance, the buildings and/or areas you personally would wish to see protected and state your reason. The responses can be viewed on the supplementary PDF.

The last part in the questionnaire was for people to leave comments, these can viewed on the supplementary PDF.

Appendix 5 - Results of the consultation from April to August 2018

Q1 Objective 1. Create a more connected and cohesive community

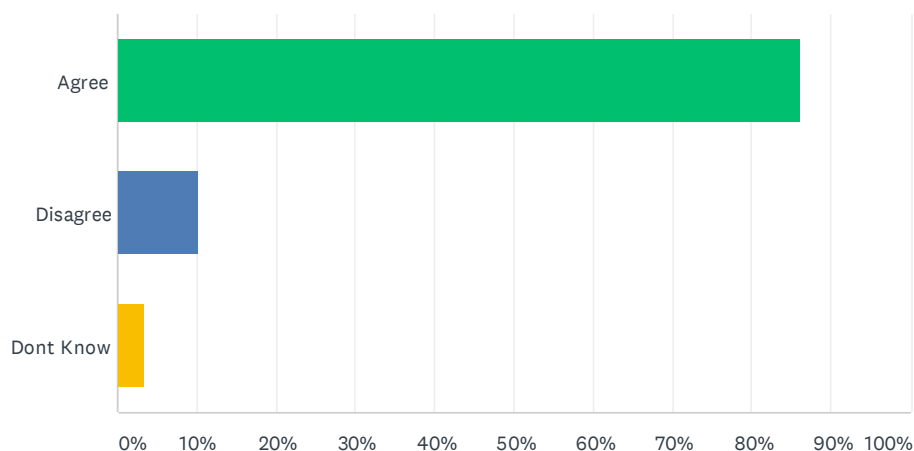
Answered: 60 Skipped: 0



ANSWER CHOICES	RESPONSES	
Agree	98.33%	59
Disagree	1.67%	1
Dont Know	0.00%	0
TOTAL		60

Q2 Objective 2. Existing severe congestion and traffic volumes at key junctions are not made worse through new development in the parish.

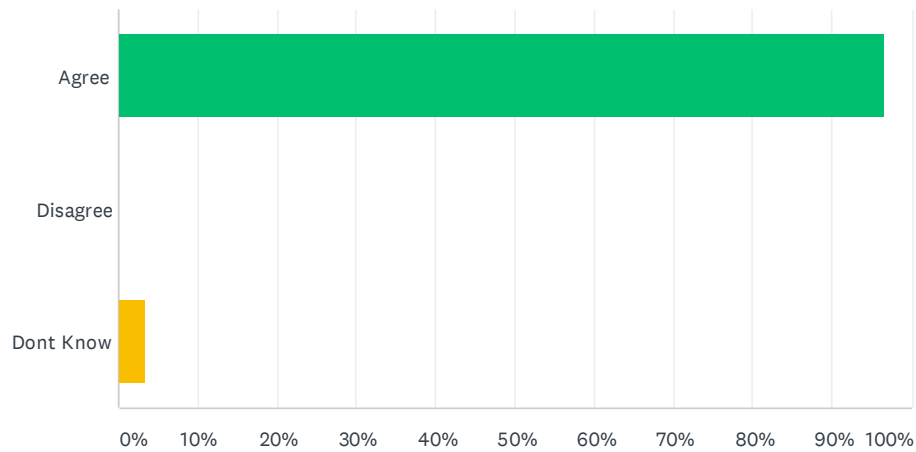
Answered: 58 Skipped: 2



ANSWER CHOICES	RESPONSES	
Agree	86.21%	50
Disagree	10.34%	6
Dont Know	3.45%	2
TOTAL		58

Q3 Objective 3. Maintain and strengthen sense of place

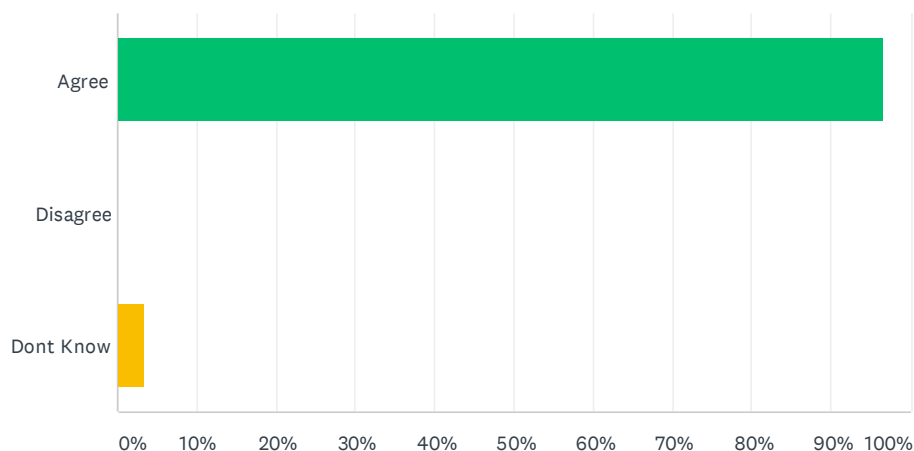
Answered: 58 Skipped: 2



ANSWER CHOICES		RESPONSES	
Agree		96.55%	56
Disagree		0.00%	0
Dont Know		3.45%	2
TOTAL			58

Q4 Objective 4. Existing community facilities including open space will be protected and opportunities to improve existing provision will be realised

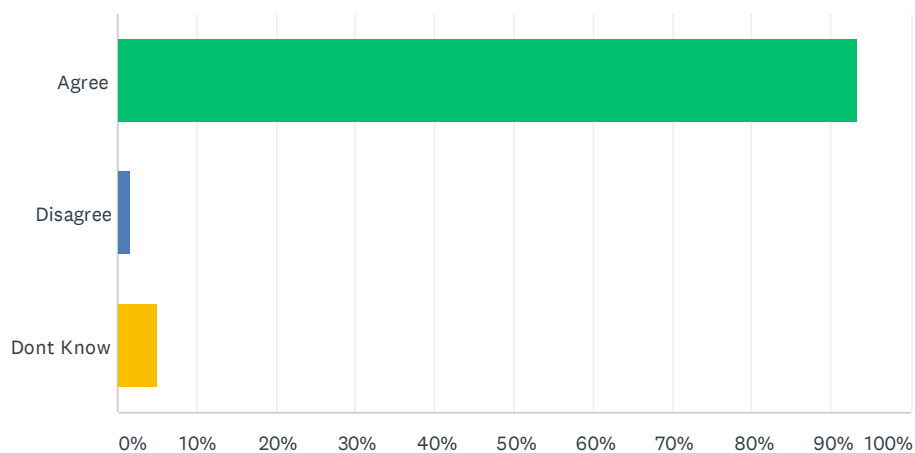
Answered: 60 Skipped: 0



ANSWER CHOICES	RESPONSES	
Agree	96.67%	58
Disagree	0.00%	0
Dont Know	3.33%	2
TOTAL		60

Q5 Objective 5. Protect and foster the natural environment for the benefit of people, flora and wildlife

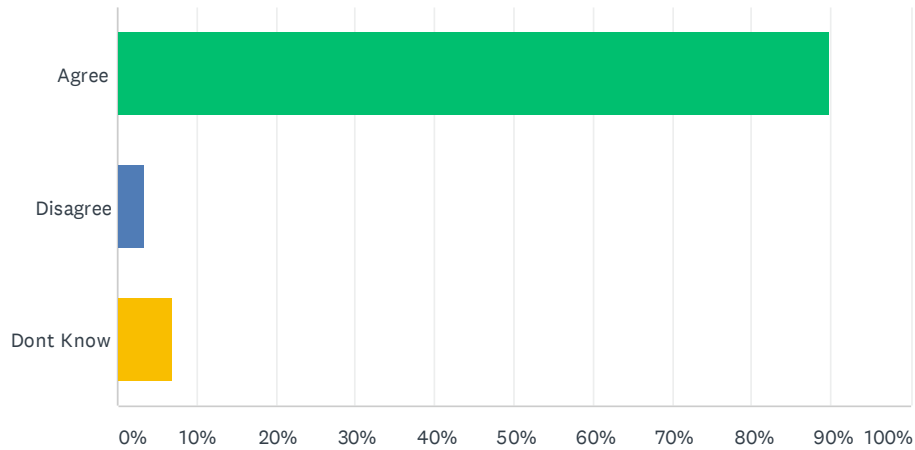
Answered: 60 Skipped: 0



ANSWER CHOICES	RESPONSES	
Agree	93.33%	56
Disagree	1.67%	1
Dont Know	5.00%	3
TOTAL		60

Q6 Objective 6. Noise, air, and light pollution will be effectively managed

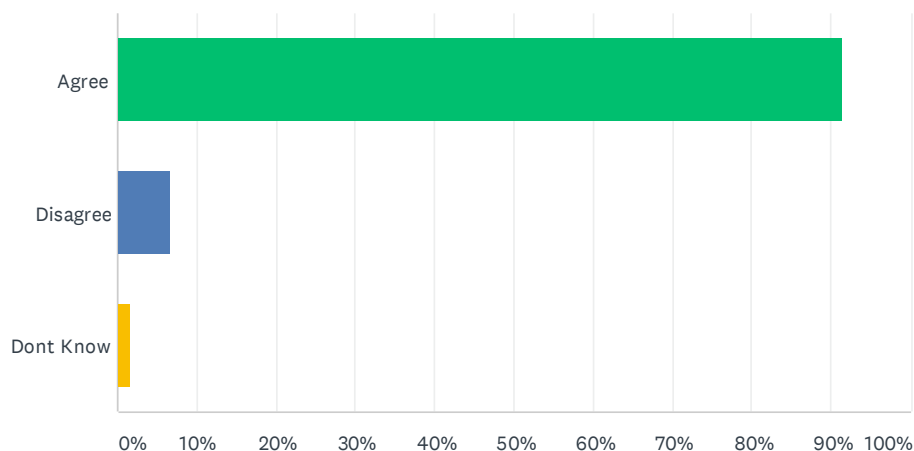
Answered: 58 Skipped: 2



ANSWER CHOICES	RESPONSES	
Agree	89.66%	52
Disagree	3.45%	2
Dont Know	6.90%	4
TOTAL		58

Q7 Objective 7. New housing developments will include variety and choice and will meet existing local needs (in terms of size and tenure (rented, affordable, market, owned))

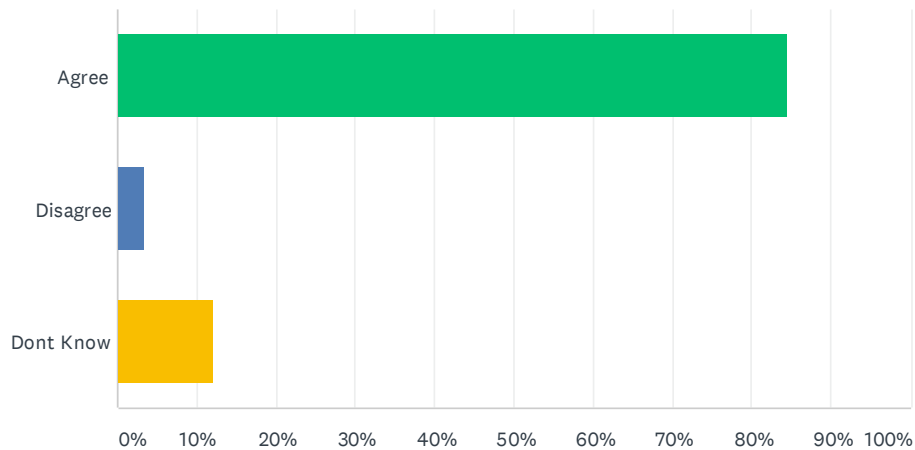
Answered: 59 Skipped: 1



ANSWER CHOICES	RESPONSES	
Agree	91.53%	54
Disagree	6.78%	4
Dont Know	1.69%	1
TOTAL		59

Q8 Objective 8. Businesses will continue to thrive in the parish

Answered: 58 Skipped: 2

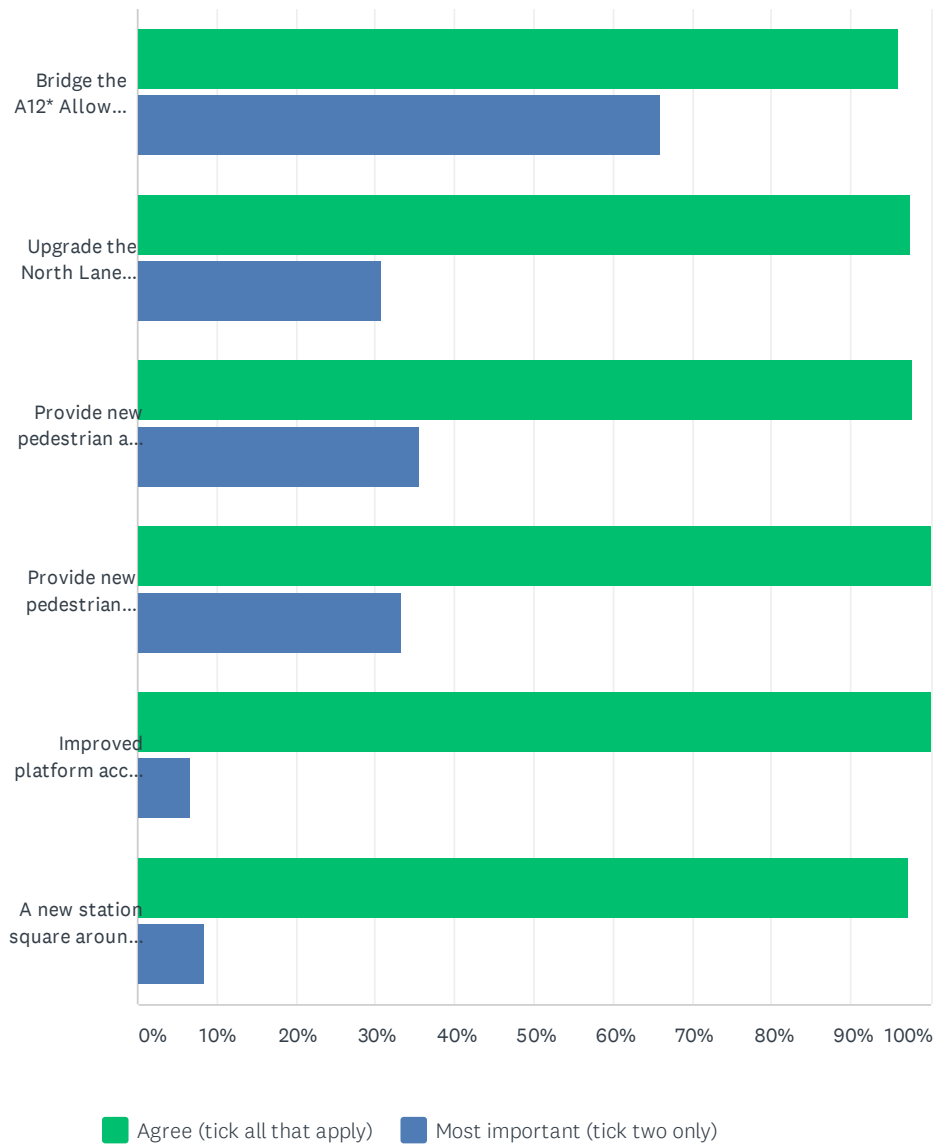


ANSWER CHOICES	RESPONSES	
Agree	84.48%	49
Disagree	3.45%	2
Dont Know	12.07%	7
TOTAL		58

Q9 Q1 Please tell us your views about some suggestions that could make it easier for residents and visitors to the parish move around the parish without using a car. Consultants, Out Design were instructed by Marks Tey Parish (through the Locality direct support offer) to address the following questions:- How can further cohesion be created in the village?- How can access to the countryside be maintained and improved?- What are the options for improving pedestrian (and other non-vehicular traffic) connectivity throughout the NP area? Out Design produced the Masterplanning support document which is available to view alongside this questionnaire. This includes an Urban Design Analysis (see Figure 4 of that document) and the draft framework plan (see Figure 9) for the Marks Tey parish. Please use the link to view this document and the supporting

document <http://www.essexinfo.net/marksteyparish/assets/documents/outdesi>
2 <http://www.essexinfo.net/marksteyparish/assets/documents/out-design-scenarios>
Suggestions for making it easier for residents and visitors to move around the parish without a car

Answered: 53 Skipped: 7

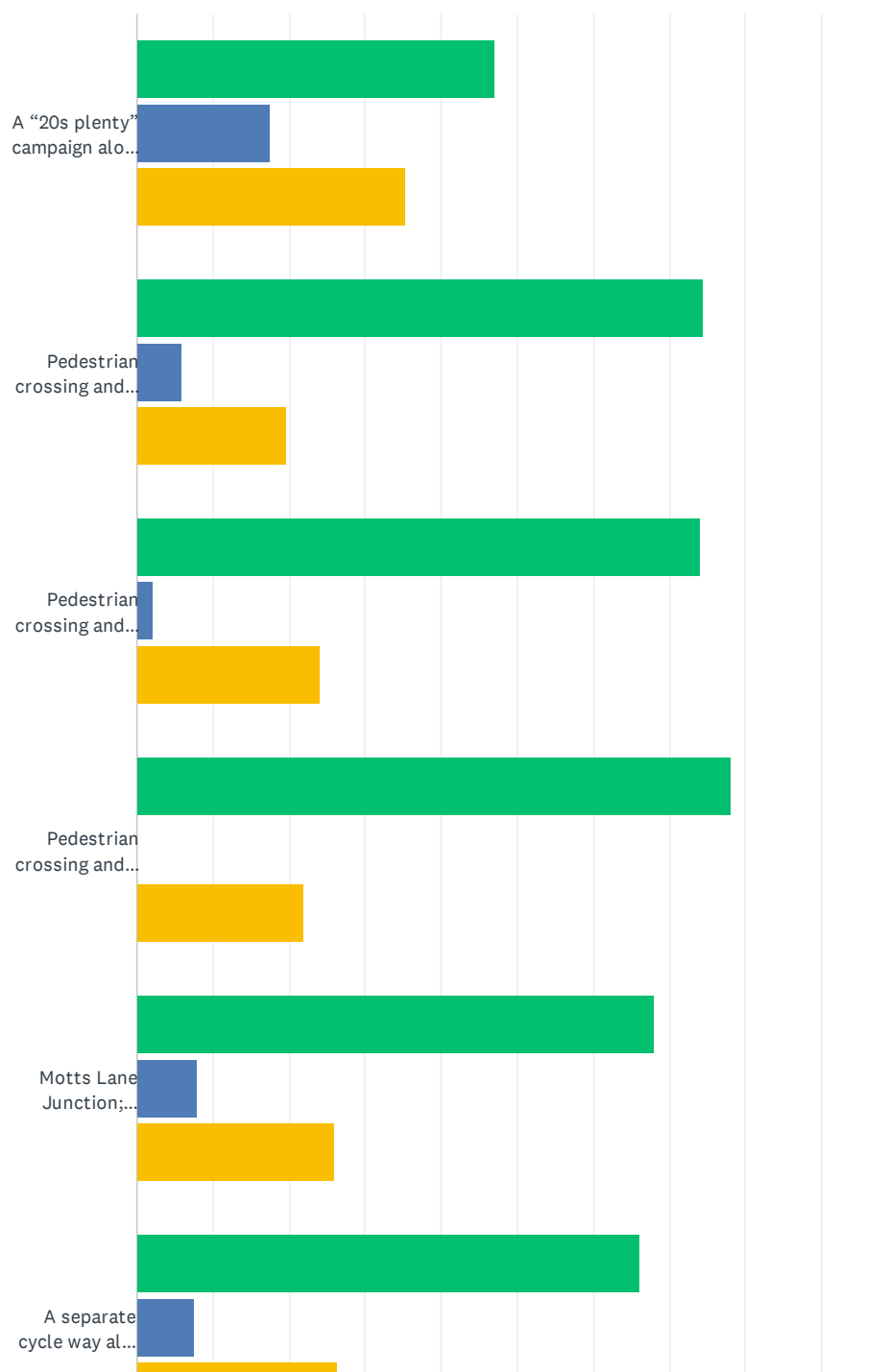


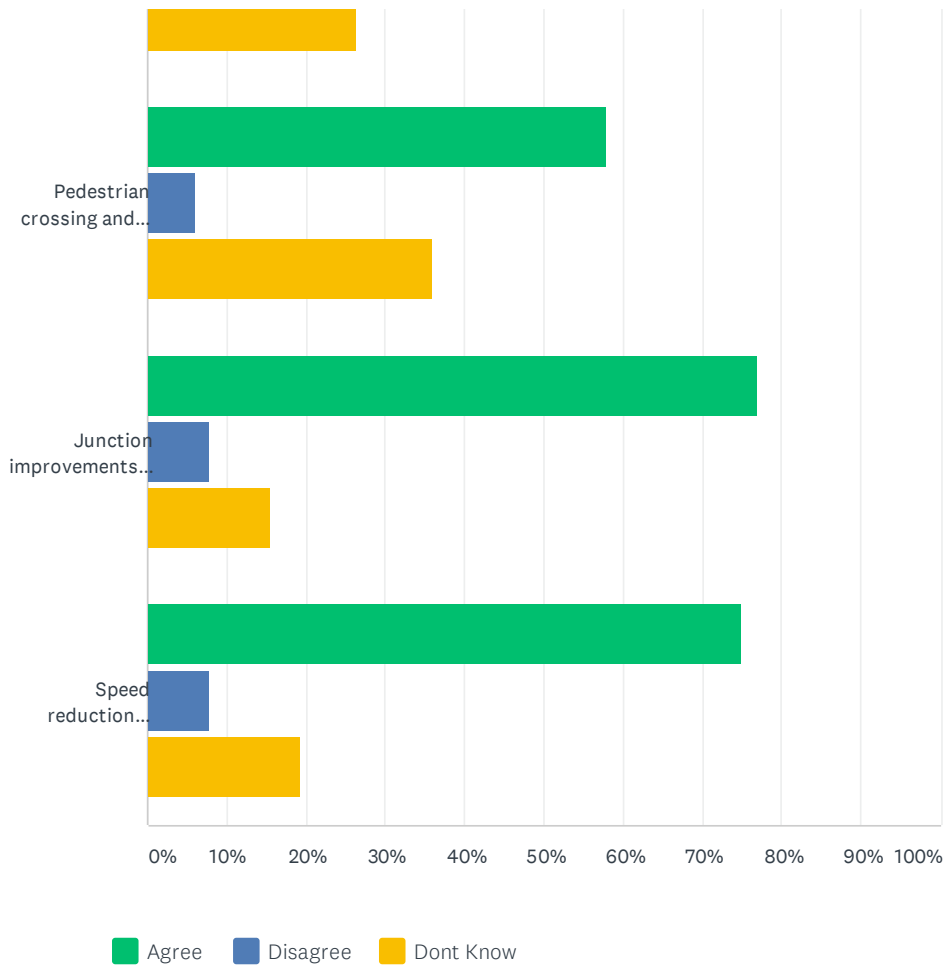
	AGREE (TICK ALL THAT APPLY)	MOST IMPORTANT (TICK TWO ONLY)	TOTAL RESPONDENTS
Bridge the A12* Allow pedestrians and cyclists avoid the A120 and A12 interchange* A new land bridge over the A12* Provide a direct link between station and Marks Tey row of shops.	96.00% 48	66.00% 33	50
Upgrade the North Lane bridge so that pedestrians and cyclists can move around more safely and quickly	97.44% 38	30.77% 12	39
Provide new pedestrian and cycleway connections:* A new network of footpaths and separate cycle paths* Ensure routes are well planted with hedgerows* Investigate possibilities for a 'quietway' cycle route through Marks Tey estate along Godmans/Ashbury Drive	97.78% 44	35.56% 16	45
Provide new pedestrian links at the following locations:* A new link from Church Lane north of the A120 road bridge, to the west of Marks Tey Station* A new link from Dobbies Lane rail footbridge to the Parish Hall via the Anderson Employment site	100.00% 42	33.33% 14	42
Improved platform access at Marks Tey train station	100.00% 30	6.67% 2	30
A new station square around Marks Tey train station to:* Provide a sense of arrival* Reduce our dependence on the car and provide wider footways with direct pedestrian access	97.22% 35	8.33% 3	36

Q10 Q2: Please tell us how we can make the A120 Coggeshall Road a better environment for all? Good place making is about creating safe and attractive streets. We think there should be a different and better balance between pedestrians and people who cycle and motor vehicle traffic along Coggeshall Road. Listed below are some measures which could help achieve this (see page 27 of the Marks Tey masterplanning support document for further details). Before we explore these further we would like your views. Please use link to see this document <http://www.essexinfo.net/marksteyparish/assets/documents/outdesi>

2

Answered: 54 Skipped: 6

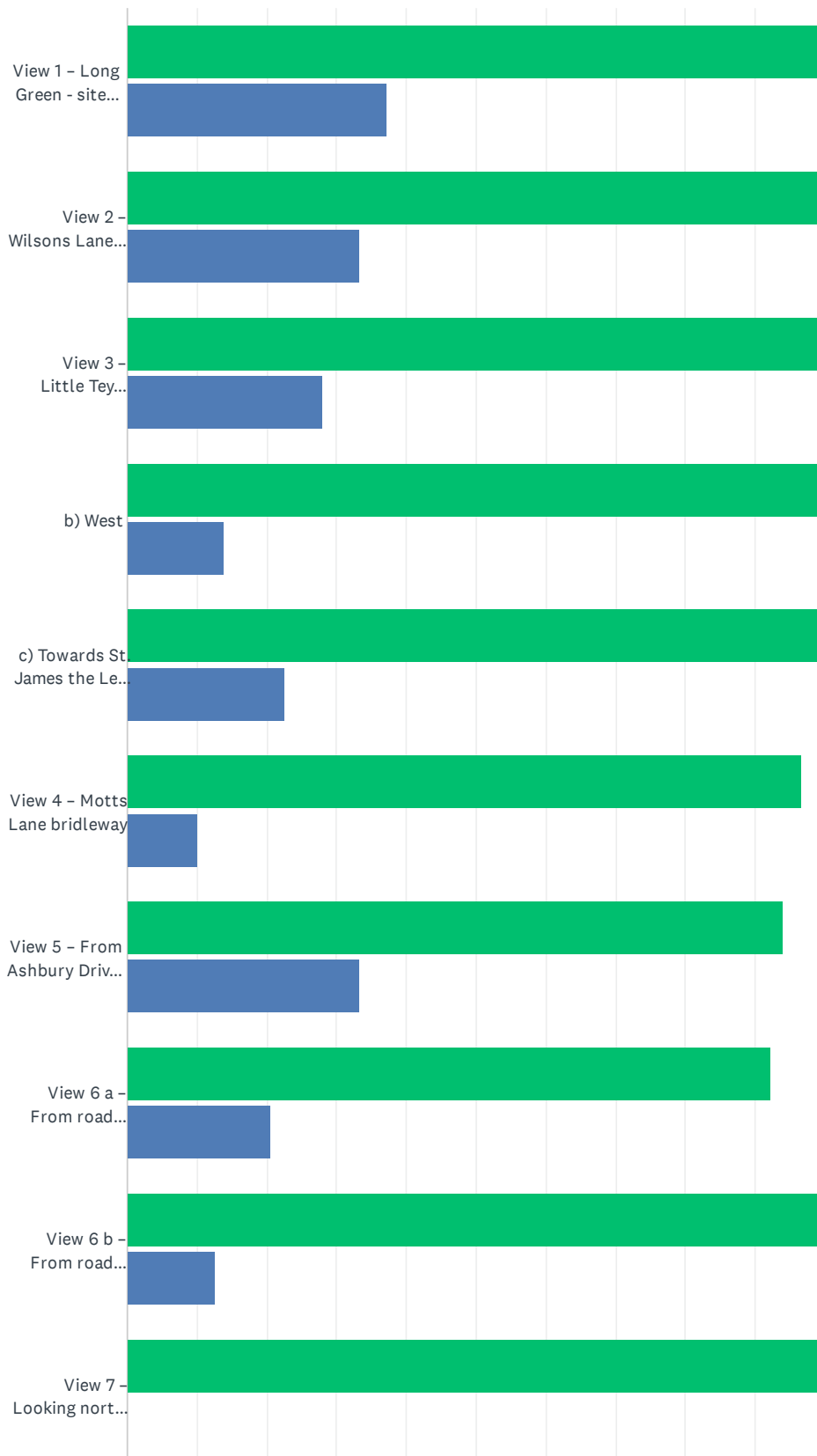


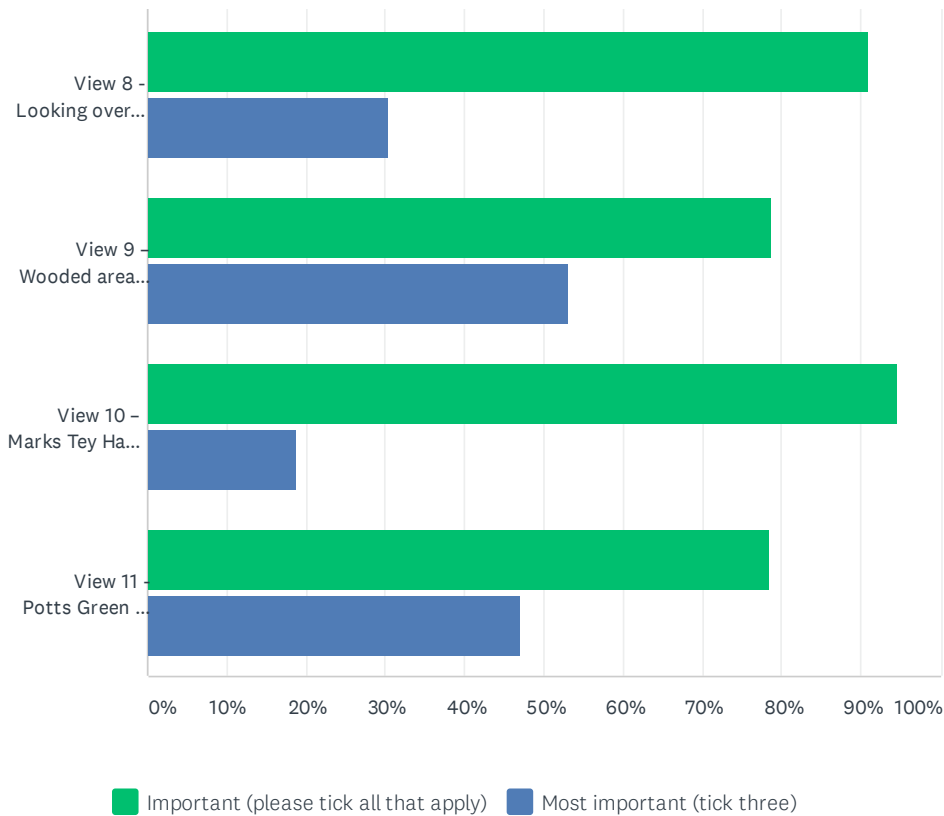


	AGREE	DISAGREE	DONT KNOW	TOTAL RESPONDENTS
A "20s plenty" campaign along A120 Coggeshall Road: would you support this?	47.06% 24	17.65% 9	35.29% 18	51
Pedestrian crossing and environmental improvements across A120 at top of Jays Lane	74.51% 38	5.88% 3	19.61% 10	51
Pedestrian crossing and bus stop access across A120 at top of Ashbury Drive	74.00% 37	2.00% 1	24.00% 12	50
Pedestrian crossing and bus stop access across A120 at junction with Godmans Lane	78.00% 39	0.00% 0	22.00% 11	50
Motts Lane Junction; improved pedestrian access to the Red Lion PH across A120	68.00% 34	8.00% 4	26.00% 13	50
A separate cycle way along A120 (Coggeshall Road)	66.04% 35	7.55% 4	26.42% 14	53
Pedestrian crossing and bus stop access across A120 at top of Wilson's Lane	58.00% 29	6.00% 3	36.00% 18	50
Junction improvements, bus link and speed reduction measures along Great Tey Road/Coggeshall Road	76.92% 40	7.69% 4	15.38% 8	52
Speed reduction measures along A120 from Elm Lane to Church Lane Marks Tey	75.00% 39	7.69% 4	19.23% 10	52

Q11 Q3: Which views in the plan area are important and which three do you most value? Please refer to photos and numbers on “views map” to help you answer this question Click on the link below to see the Views map <https://www.essexinfo.net/marksteyparish/assets/other/overall-views-map>

Answered: 57 Skipped: 3





	IMPORTANT (PLEASE TICK ALL THAT APPLY)	MOST IMPORTANT (TICK THREE)	TOTAL RESPONDENTS
View 1 – Long Green - site of village green	100.00% 35	37.14% 13	35
View 2 – Wilsons Lane - footpath to Elm Lane	100.00% 30	33.33% 10	30
View 3 – Little Tey Looking a) East	100.00% 32	28.13% 9	32
b) West	100.00% 29	13.79% 4	29
c) Towards St. James the Less Church	100.00% 31	22.58% 7	31
View 4 – Motts Lane bridleway	96.67% 29	10.00% 3	30
View 5 – From Ashbury Drive roundabout on A120 Looking north to Aldham and St. Andrews Church -	93.94% 31	33.33% 11	33
View 6 a – From road bridge over railway line, A120 Coggeshall Road :Looking north towards St. Andrews Churc	92.31% 36	20.51% 8	39
View 6 b – From road bridge over railway line, A120 Coggeshall Road: Looking south over playing fields	100.00% 32	12.50% 4	32
View 7 – Looking north from footbridge at railway station towards Aldham	100.00% 29	0.00% 0	29
View 8 - Looking over Roman River Valley	90.91% 30	30.30% 10	33
View 9 – Wooded area south of Methodist church	78.72% 37	53.19% 25	47
View 10 – Marks Tey Hall from public footpath	94.59% 35	18.92% 7	37
View 11 - Potts Green - site of village green - listed monument	78.43% 40	47.06% 24	51

Q12 Q4: Which local buildings and structures are important to Mark Tey's Heritage? Locally valued heritage assets: The NP group have identified built structures that are not statutorily listed but nevertheless considered significant to Marks Tey Heritage. We call these locally valued heritage assets. Please use the five character area maps provided when answering this question. Non-listed buildings which we consider important: Do you think these are important? (tick all that apply) Please link on the links below to see the maps for the 5 areas

<https://www.essexinfo.net/marksteyparish/assets/other/little-tey-map-for-Character-Area-1>

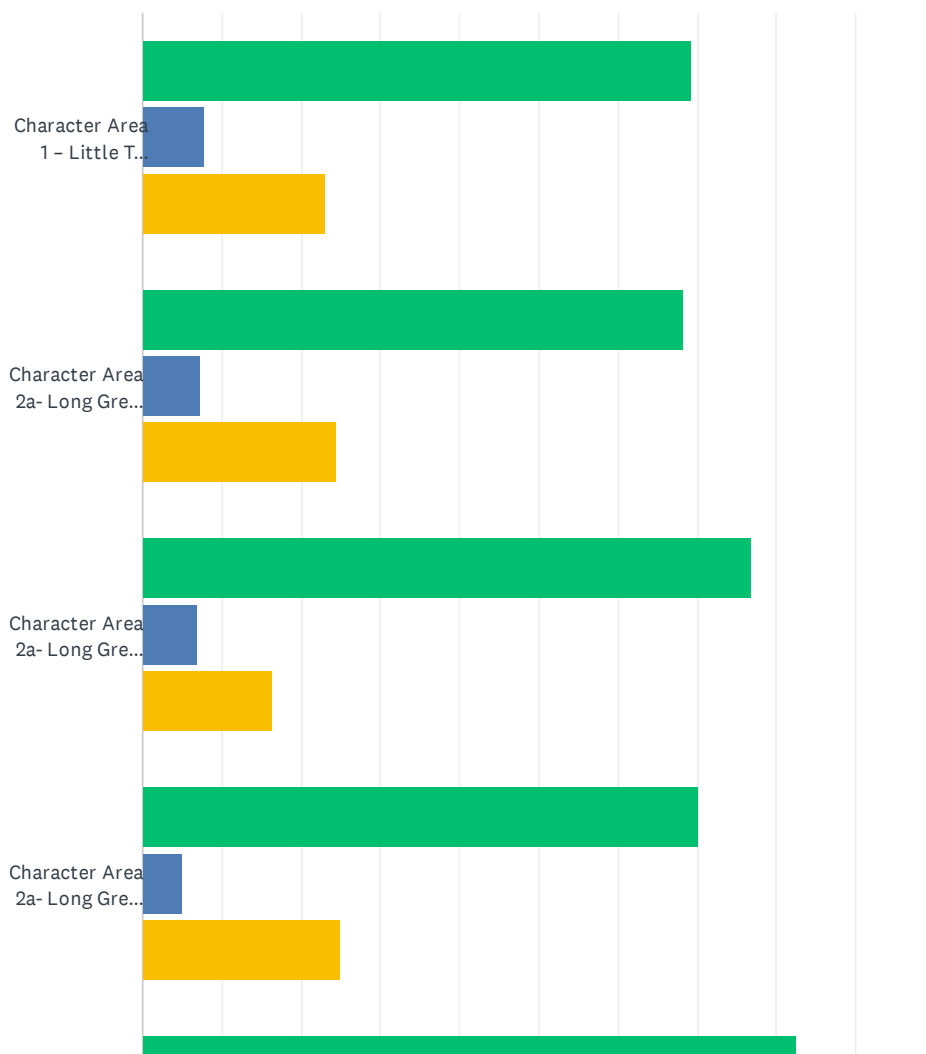
<https://www.essexinfo.net/marksteyparish/assets/other/estate-map-2-for-Character-Area-2a>

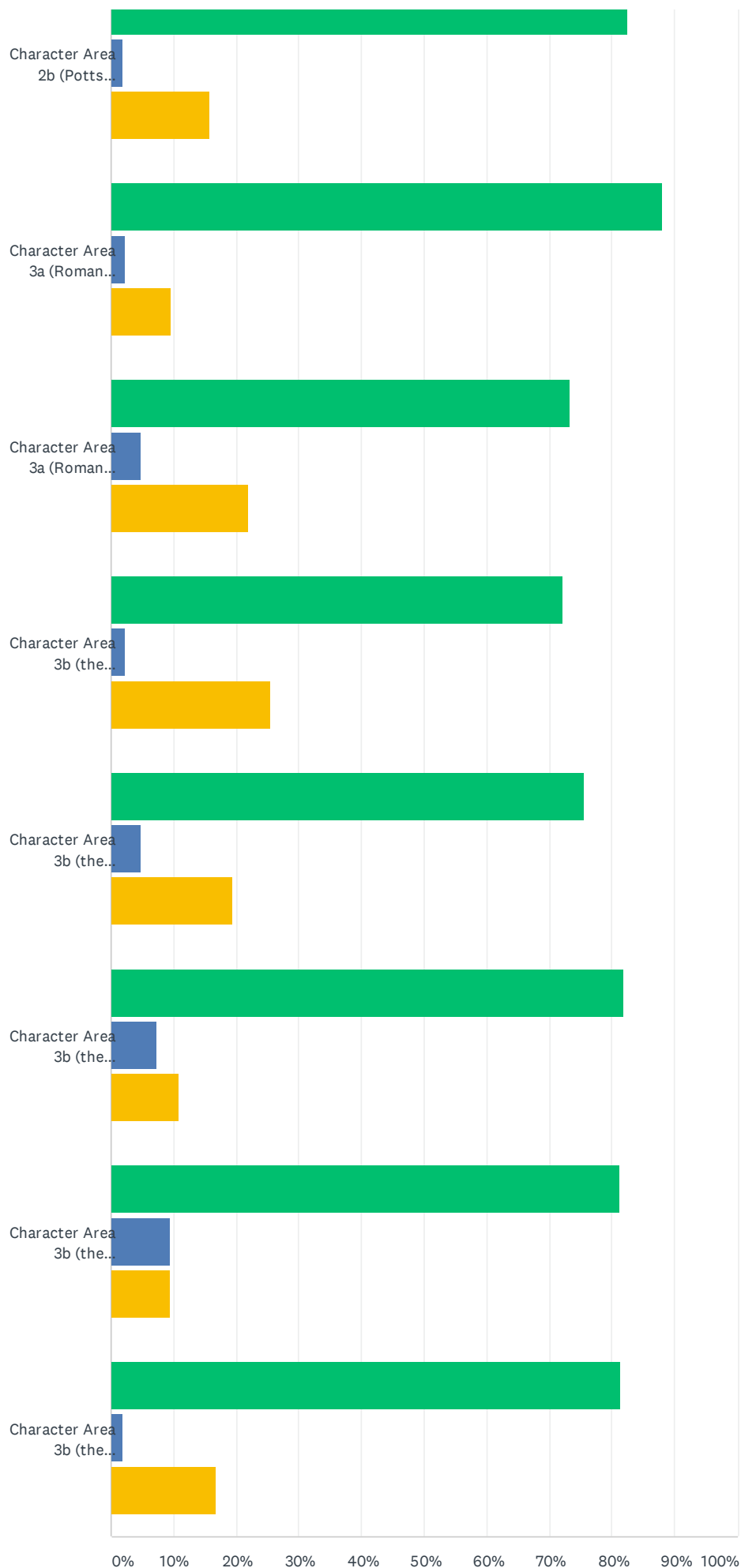
<https://www.essexinfo.net/marksteyparish/assets/other/little-tey-map-for-Character-Area-2b>

<https://www.essexinfo.net/marksteyparish/assets/other/roman-river-map-for-Character-Area-3a>

<https://www.essexinfo.net/marksteyparish/assets/other/estate-map-for-Character-Area-3b>

Answered: 58 Skipped: 2





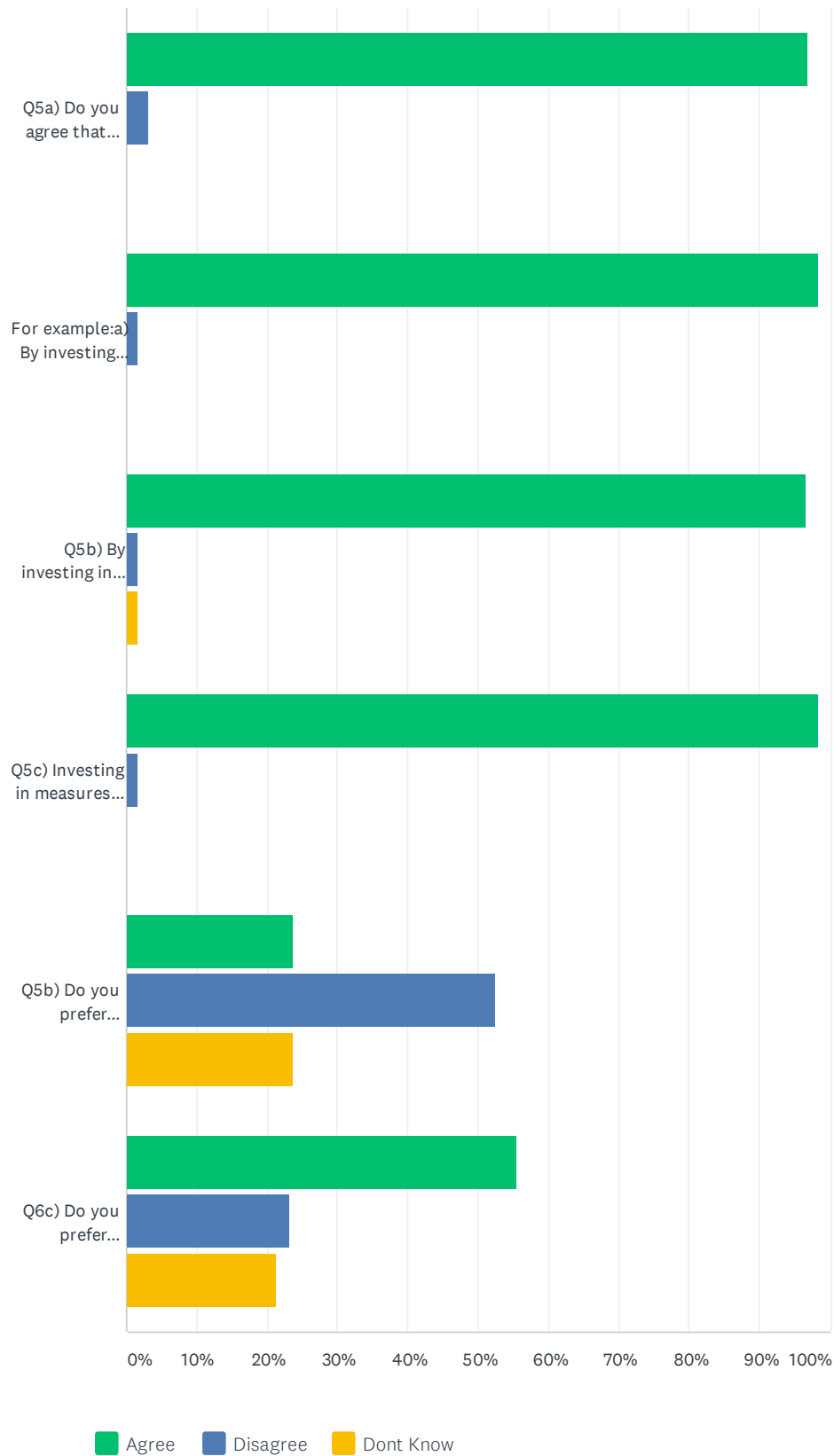
■ Yes
■ No
■ Dont Know

	YES	NO	DONT KNOW	TOTAL RESPONDENTS
Character Area 1 – Little Tey - None identified	69.23% 9	7.69% 1	23.08% 3	13
Character Area 2a- Long Green - 1. White Essex weather boarded old farm cottages 91 and 93 Coggeshall Road	68.29% 28	7.32% 3	24.39% 10	41
Character Area 2a- Long Green - 2. The Old Thatched Cottage 85 Coggeshall Road	76.74% 33	6.98% 3	16.28% 7	43
Character Area 2a- Long Green - 3. 25 Coggeshall Road	70.00% 28	5.00% 2	25.00% 10	40
Character Area 2b (Potts Green) - 1. Hammer Farm House, Doggetts Lane	82.35% 42	1.96% 1	15.69% 8	51
Character Area 3a (Roman River) - 1. Church Farm and outbuildings	88.10% 37	2.38% 1	9.52% 4	42
Character Area 3a (Roman River) - 2. Railway station (original building waiting room and section of original canopy)	73.17% 30	4.88% 2	21.95% 9	41
Character Area 3b (the Village) - 1. The Old Rectory, Station Road	72.09% 31	2.33% 1	25.58% 11	43
Character Area 3b (the Village) - 2. The Old Cottages, Old London Road	75.61% 31	4.88% 2	19.51% 8	41
Character Area 3b (the Village) - 3. Old Farm Buildings, Marks Tey Hall	81.82% 45	7.27% 4	10.91% 6	55
Character Area 3b (the Village) - 4. Former Methodist Church, London Road	81.13% 43	9.43% 5	9.43% 5	53
Character Area 3b (the Village) - 5. Number 1 London Road (marked as a monument on the map in purple dot), The thatched cottage (painted pink) 1 London Road, previously know as Butchers Cottage	81.48% 44	1.85% 1	16.67% 9	54

Q13 Infrastructure Priorities The Marks Tey NP steering group feel strongly that any new development coming forward in the parish should come forward in a manner which addresses existing problems. This includes the current physical barriers which are imposed by the A120, A12 and railway corridors which separate residential areas from shops, services and the station. The steering group consider it important that any new significant development in the parish should help to achieve the following:

1. A better environment for pedestrians, the mobility impaired and cyclists
2. A significantly improved environment along the A120
3. Ensuring shops, services and business are easily accessible by residents and can continue to thrive
4. Ensure public transport options are accessible to residents

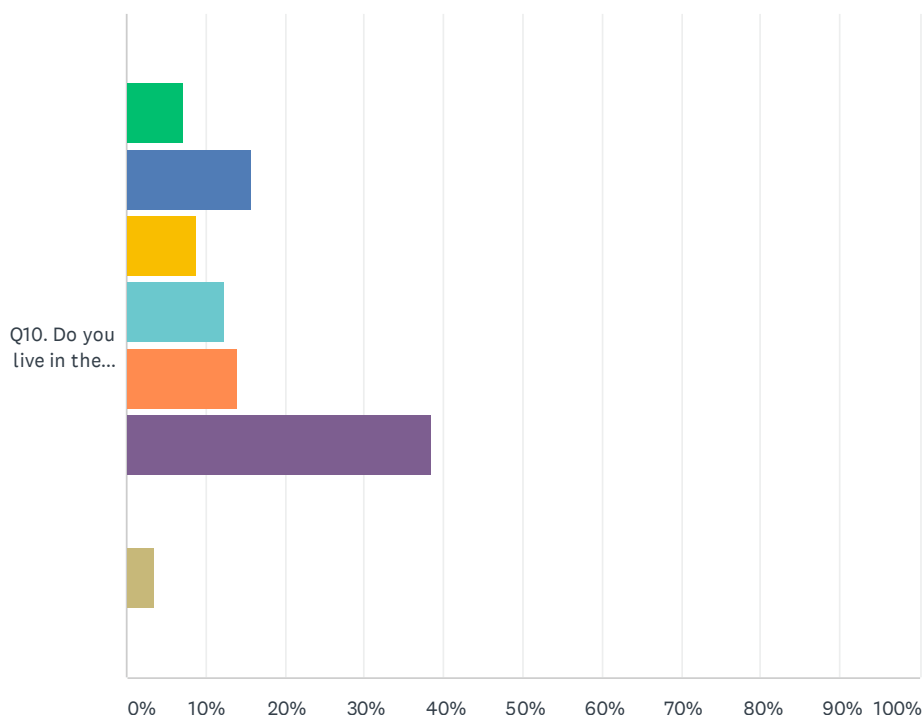
Answered: 59 Skipped: 1



	AGREE	DISAGREE	DONT KNOW	TOTAL RESPONDENTS
Q5a) Do you agree that development should bring benefits to Marks Tey community?	96.77% 30	3.23% 1	0.00% 0	31
For example:a) By investing in measures which alleviate traffic congestion on the A120 and make it safer and more pleasant for pedestrians and cyclists to move around. Do you agree or disagree	98.28% 57	1.72% 1	0.00% 0	58
Q5b) By investing in new non-car connections (e.g. land bridge across the A12) to make it safer and pleasant for residents to move around the parish. Do you agree or disagree	96.61% 57	1.69% 1	1.69% 1	59
Q5c) Investing in measures which makes the area around London Road shops more pleasant to be in. Do you agree or disagree	98.28% 57	1.72% 1	0.00% 0	58
Q5b) Do you prefer Development that takes place near to the existing community if this brings significant benefits e.g. the measures set out in questions 1, 2 and 3 of this survey	23.73% 14	52.54% 31	23.73% 14	59
Q6c) Do you prefer Development that takes place away from existing Marks Tey community even if this will limit benefits to the parish.	55.36% 31	23.21% 13	21.43% 12	56

Q14 About YouPlease help us monitor how representative our feedback is by telling us a little about yourself

Answered: 57 Skipped: 3

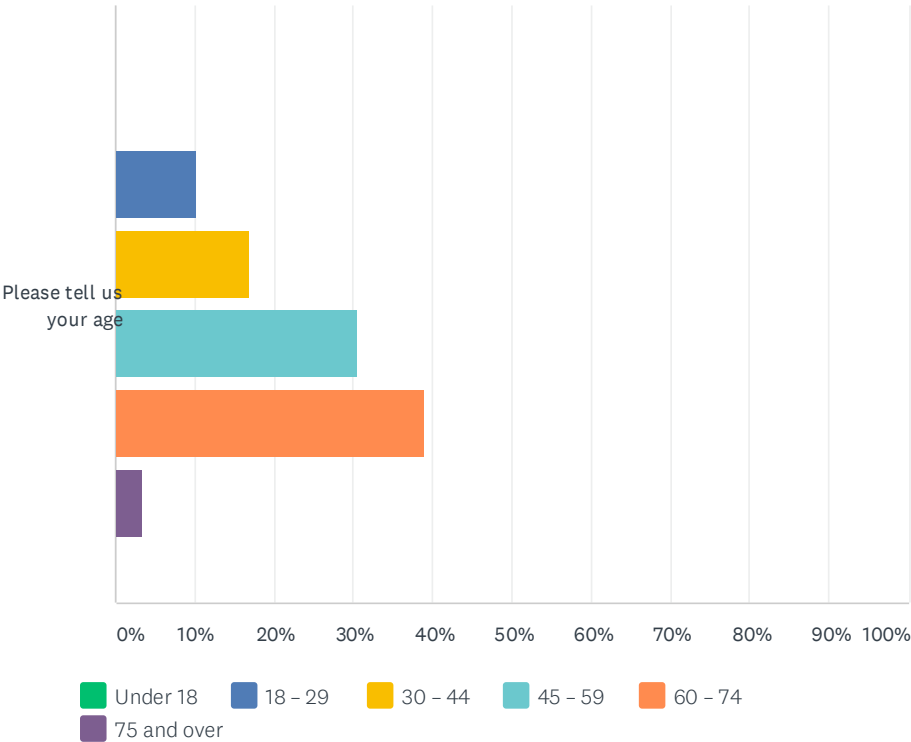


■ 0-5 years
 ■ 6-10 years
 ■ 11-15 years
 ■ 16-20 years
 ■ 21-30 years
 ■ 31+ years
 ■ I don't live here, I only work here.
 ■ I don't live or work here.

	0-5 YEARS	6-10 YEARS	11-15 YEARS	16-20 YEARS	21-30 YEARS	31 + YEARS	I DON'T LIVE HERE, I ONLY WORK HERE.	I DON'T LIVE OR WORK HERE.	TOTAL
Q10. Do you live in the Marks Tey NP Area? If so, for how long have you lived here? (please tick)	7.02% 4	15.79% 9	8.77% 5	12.28% 7	14.04% 8	38.60% 22	0.00% 0	3.51% 2	57

Q15 Q11. How old are you?

Answered: 59 Skipped: 1



	UNDER 18	18 - 29	30 - 44	45 - 59	60 - 74	75 AND OVER	TOTAL
Please tell us your age	0.00%	10.17%	16.95%	30.51%	38.98%	3.39%	
	0	6	10	18	23	2	59

Appendix 6 - A summary of the Regulation 14 Neighbourhood Plan provided as part of the consultation

Marks Tey Parish Draft Neighbourhood Plan Summary

Foreword – John Wood, Chair, Neighbourhood Plan Steering Group

The preparation of this plan has been challenging, not least because we have been working against a particularly uncertain environment with regards to firstly a possible Garden Community, currently planned by Colchester Borough Council to be delivered partly within the boundaries of the MT area and, secondly, the large scale road improvements to the A12 and A120 being planned by ECC and Highways England, which will directly impact on the village.

This Summary of the full draft Neighbourhood Plan is offered to assist with the included Questionnaire which we are asking you to complete, preferably electronically, to help us finalise the Plan. We look forward to hearing your views and are holding a public meeting at 13.00 after the Litter Pick on Sat 14th March.

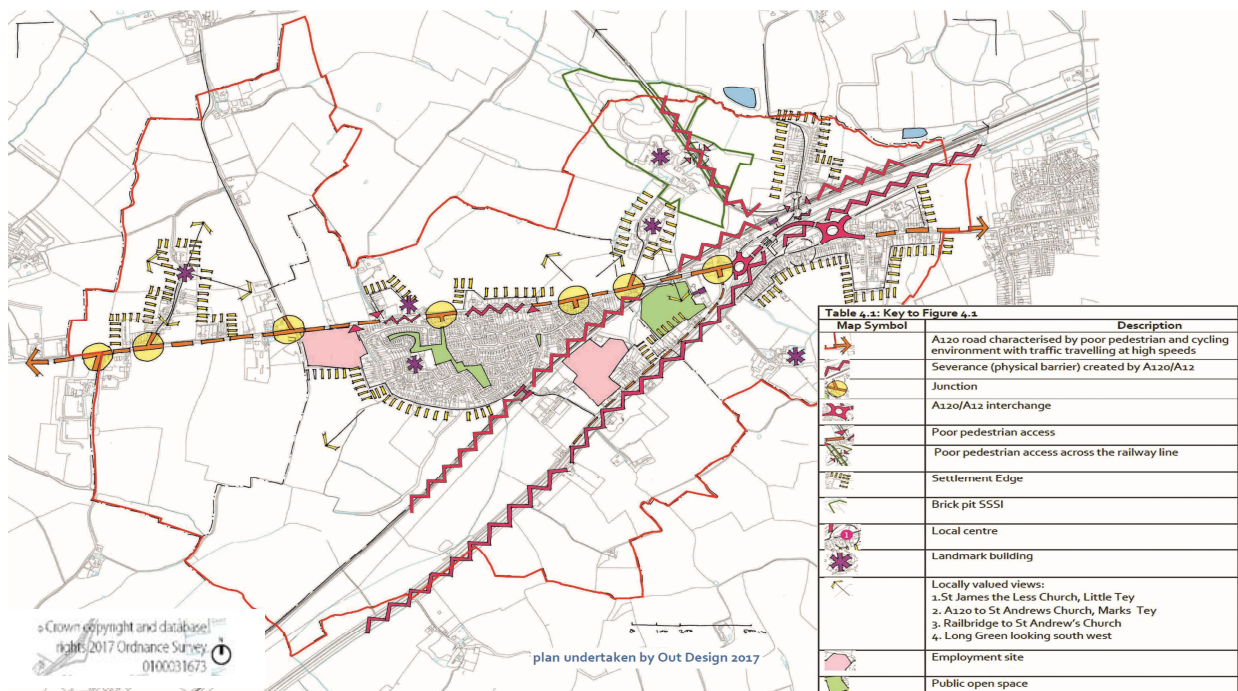
Introduction – What is the Neighbourhood Plan About?

The Neighbourhood Plan (NP) cannot legally determine what happens with regard to strategic housing and road infrastructure developments, nor the Local Plan. Our NP has to conform to these. The Parish Council has to deal with whatever is legally decided for us. It can, however, seek to influence those decisions and outcomes. The Parish Council is doing this in two ways:

- To seek to influence the proposed Local Plan directly arguing for infrastructure first and getting rid of Marks Tey as a vehicular through route, minimum affect on existing communities in the first 15 years, a park at Long Green and green separation of existing communities from major development (more details see Marks Tey Parish Council website, Local Plan tab).
- To develop a Neighbourhood Plan formed by a community Study Group to legally influence those planning applications that do come forward

This Summary is about the second of these — a Marks Tey Parish Neighbourhood Plan for 2020 to 2033 and the following is a summary of the 90+ page full Plan which is available on the Marks Tey Parish Council website under the Neighbourhood Plan tab. This is now being formally consulted upon from 24th Feb to 12th April. Following your comments, we will revise the plan before we submit it to Colchester Borough Council who may then organise a further period of consultation and appoint an examiner. Subject to a successful examination, the plan will be sent out to all of Marks Tey Parish for a formal simple vote to either approve or reject. Hardcopies of the full Plan are available to consult, and surveys can be left, at the Parish Council Office, Marks Tey Pharmacy, St Andrews Church, and Little Tey Church.

Map showing area and key constraints and characteristics - larger more readable map on website



The Parish Council and the Neighbourhood Plan Steering Group is determined that if expansion comes that it should be done in a way that will significantly improve Marks Tey and Little Tey from how it now exists.

The Neighbourhood Plan gives the Parish and community an opportunity to set legal planning policies and approaches that detail this and we need your support and comments on what we are proposing.

Neighbourhood Plan Area - What is Marks Tey Parish like now?

Of the 2,500+ people who live in Marks Tey Parish (Marks Tey and Little Tey), few work here. The Parish is characterised by the major routes of the A12, A120, and the mainline railway, and mean that most people commute, but these routes also fragment our community, pollute, and make local movement difficult. Housing is generally good, mostly owner-occupied, relatively new, and low-density, and we are surrounded by countryside. We have notable bits of heritage, history, and natural environment as detailed in our Character Assessment. Thanks to passing trade, we are also well served with facilities for village of our size, with the notable exception of health facilities and a secondary school and have a wide variety of businesses.

The Neighbourhood Plan aims to protect, enhance, and improve this.

Key Issues

From the above and from engagement with the community and local businesses the key infrastructure constraints are: the railway line; the A12; and the A120, with environmental constraints of the historic buildings and brick pit SSSI, and the existing settlement boundaries. Our strengths, threats, weaknesses, and opportunities are:

Strengths	Weaknesses	Opportunities	Threats
-Rail Station -Access -Range of facilities -Heritage & history -Internet infrastructure -Low density dwelling	-Fragmented community -Poor parking -Poor environment/traffic -Poor local access -Little health/care facilities -No secondary school	-Reconnection -Road upgrades -Green corridors -Raising profile -Becoming more attractive	-Rail station -Road congestion -Impact of growth -Loss of heritage -Loss of character -Natural asset loss

The Neighbourhood Plan challenges and addresses these.

Vision and Objectives

The Neighbourhood Plan forms six themes with Core Objectives.

Themes	Core Objective
Getting Around	Ease existing severe traffic volumes and ensure they don't get worse. Create more connected community
Sense of Place	Maintain and strengthen sense of place Preserving and enhancing heritage assets
A stronger Community	Protecting and enhancing community facilities including open space
A healthier environment	Protect and foster our natural environment for people, flora, and wildlife Manage and improve pollution
Varied housing	Variety and innovation in any new housing to meet local needs
Business and employment	Encourage and enable business to thrive

This is what your questionnaire responses have told us and what our Neighbourhood Plan seeks to achieve.

Marks Tey Parish Neighbourhood Plan Policies

The above Core Objectives are supported by planning Policies as summarised below and presented in greater detail with supporting evidence in the full Draft Plan.

Objective. - Getting Around

Policy MT01 - A12, A120 and Station Infrastructure Improvements

No new developments generating any significant additional vehicle movements before A12 and A120 capacity improvements are operational.

All proposals for any development are to show that vehicle movements will have no adverse impacts on amenity, street scene, air pollution, or road safety, for all users. Development at the Station is required to increase road safety, accessibility, preserve residential amenity, improve parking, and linkage to shops.

Policy MTO2 - Create Walking and Cycle Friendly Neighbourhoods

All new development to:

Incorporate safe and attractive walking and cycling routes; all routes to be accessible for disabled/prams etc, and to be resisted if this not shown by:

Indication of walking distances to amenities taking into account barriers; the extent that safety and quality of walking/cycling gives real choice residents; and how much connectivity is improved.

Objective - Sense of Place**Policy MTO3 – A120/Coggeshall Road - A Quality Street for All**

All development proposals affecting the Coggeshall Road must implement or contribute to Coggeshall Road street scene improvements or demonstrate no adverse impacts.

Policy MT04 - Village Settlement Boundaries

Development proposals will be supported within defined village settlement boundaries but not supported outside of these unless: for sensitively designed employment uses meeting local business need (excluding Little Tey where due to the quality of surrounding countryside development will be resisted); recreational uses meeting local need; appropriate countryside uses; or strategic development included in the emerging Local Plan. The latter will be supported provided: the visual and physical separation of Little Tey and Marks Tey is preserved; rural character of Little Tey is preserved; the semi-rural nature of Marks Tey and footpath access to wider countryside is preserved; opportunities are taken to protect and enhance distinguishing features described in the Character Assessment

Policy MT05 - Local Character and Design

All development proposals should contribute in a positive and innovative way to the quality of the built environment in terms of being design-led, sympathetic to the quality and character of the parish and enhance a sense of place. This should be done within each area of the Parish as outlined in the Marks Tey Character Assessment and specific proposals are given for Little Tey, Long Green, Potts Green, and the Village.

Policy MT06 - Landscape Character, and Locally Important Views

The Parish's rural character is enhanced with a series of important local views. Open land around the Parish should generally be safeguarded from development. Development which supports and enhances the identified key views, and keeps open corridors linking the countryside with the built environment, will be supported.

Policy MT07 - Non Designated Heritage Assets

In addition to seeking to preserve and enhance identified listed building within the Parish a balanced judgement will be taken in relation to a specified number of additional non designated important buildings where any adjacent development proposals will need to show appropriate scale, and no harm or loss of significance to the identified buildings.

Policy MT08 - Rural Lanes

Opportunities will be sought to enhance the protection, amenity, and/or biodiversity of Dobbies Lane, Doggetts Lane, Grangers Lane (from Long Green to Broom's Farm), Ancient Green Lane in Little Tey, and Motts Lane.

Objective – A Stronger Community**Policy MT9 - Local Green Spaces**

The existing green spaces within the Parish of the Marks Tey estate play area and recreational area, and the Little Tey pond and seating area by the Church, are to be designated as Local Green Spaces and protected accordingly.

Policy MT10 - Protecting and Enhancing the Quality and Quantity of Open Space

New development will be expected to contribute to extending the quantity and improving the quality of open space within Marks Tey Parish and in a way that compliments and extends the connection to and interlinking of green existing spaces. Loss of green space can only be acceptable by suitable over replacement of that loss.

Objective – A Healthier Environment**Policy MT11 - Protecting and Enhancing the Natural Environment**

Development proposals will be expected to retain existing features of biodiversity value and, where practical to do so, provide a net gain in biodiversity through for example:

- The creation of new natural habitats;
- The planting of additional trees and hedgerows; and
- Creating new wildlife corridors linking up existing ones.

Policy MT12 - Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMs)

The Plan area is within a designated Habitat Disturbance Avoidance area and thus all new development will be required to financially and physically contribute towards detailed habitat disturbance mitigation actions.

Objective - Housing**Policy MT13 - Housing Mix and Housing Choice**

New residential development proposals will be expected to provide a choice in terms of housing mix and tenure. Special regard should be had for those looking for smaller properties which would be suitable for first time buyers as well as the growing older generation. Consideration will be shown for properties that are expandable or dividable as needs change and self build and other innovative solutions.

In order to achieve thriving and safe neighbourhoods, there should not be an overconcentration of any one type of housing in any one scheme and affordable housing should be designed as integral to the development as a whole.

Objective - Business and Employment**Policy MT14 - London Road Parade**

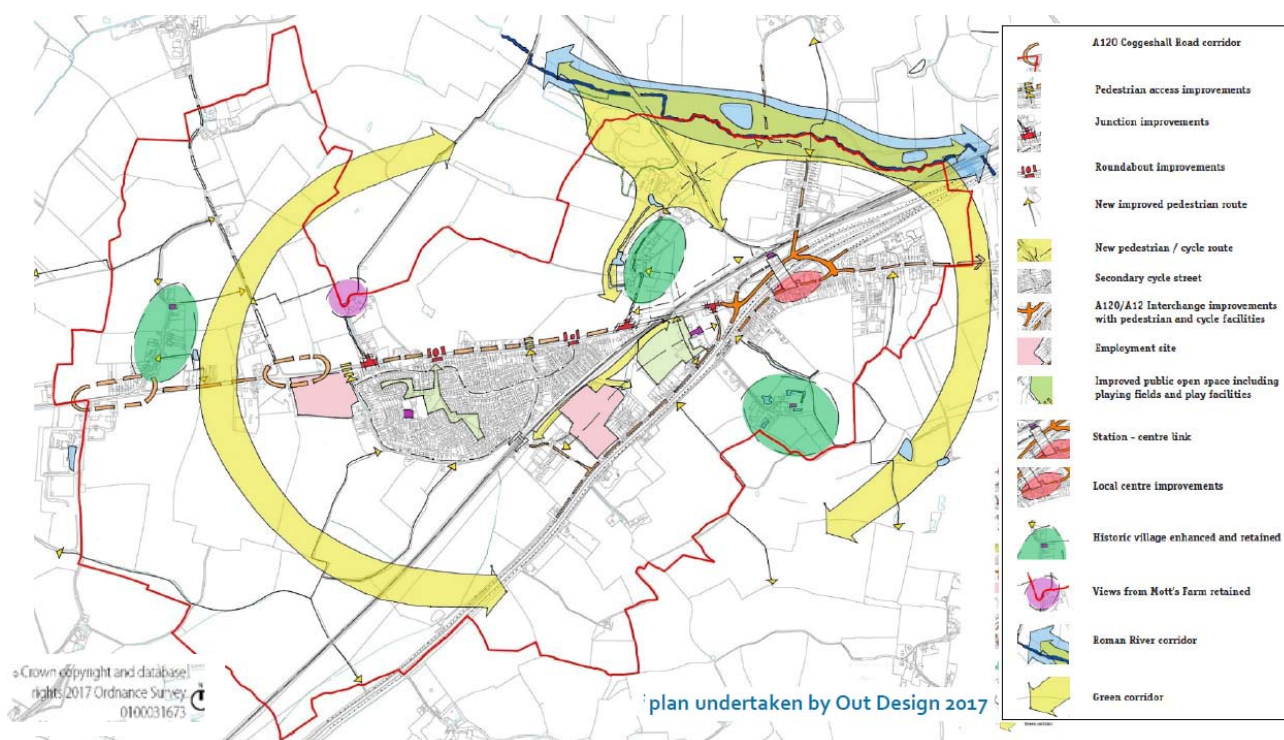
Proposals coming forward that affect the London Road Parade shall maintain or enhance the range of local shops, services and community facilities and access, enhance the local street scene and provide customer parking where this is needed.

Policy MT15 – Marks Tey Employment Sites

The Plan supports the Anderson Employment site and adjacent nursery as continued employment sites and seeks to enhance and extend this, and to integrate new safe and attractive pedestrian and cycling route from the rail bridge in Dobbies Lane through to the Parish Hall site and the Station/shops beyond, and maintain and enhance the residential amenity for neighbouring houses. Subject to not prejudicing these primary functions, limited residential development will be allowed where needed to make this viable.

Community Actions

Chapter 7 of the Plan lists 7 Community Actions which the Parish Council will promote, to support the Policies and Intentions included in the Plan. The Parish Council will work with residents, stakeholders, and partner organisations to promote speed restrictions on the Coggeshall Road, improve parish wide street scene, accessibility, and the environment. It will seek to make the London Road shops easier to use, and more attractive, with more car parking possibly shared with the Station to give more choice to commuters and more business to the shops. It will seek to reinstate Potts Green as a publicly accessible open space.

Emerging Framework Map – Marks Tey Masterplanning Document - larger more readable map on website

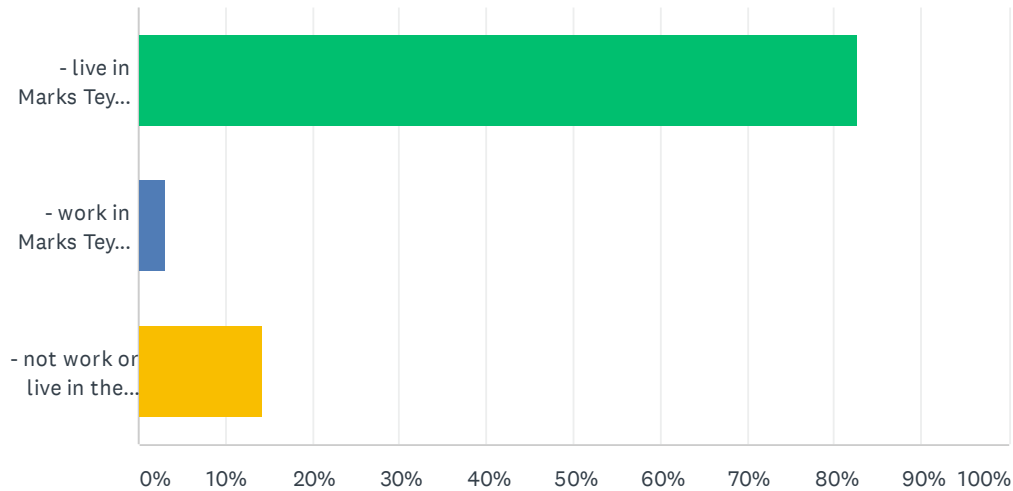
This is your Plan that affects your and our future environment. Please help us make it a good legally enforceable document and take the time to please join in. Thank you.

Appendix 8 - Report of the
Regulation 14 consultation.
Responses to the closed
questions only

Q2 To help us monitor how representative our feedback is by telling us a little about yourself. This is optional, please circle those that apply. Do you

-

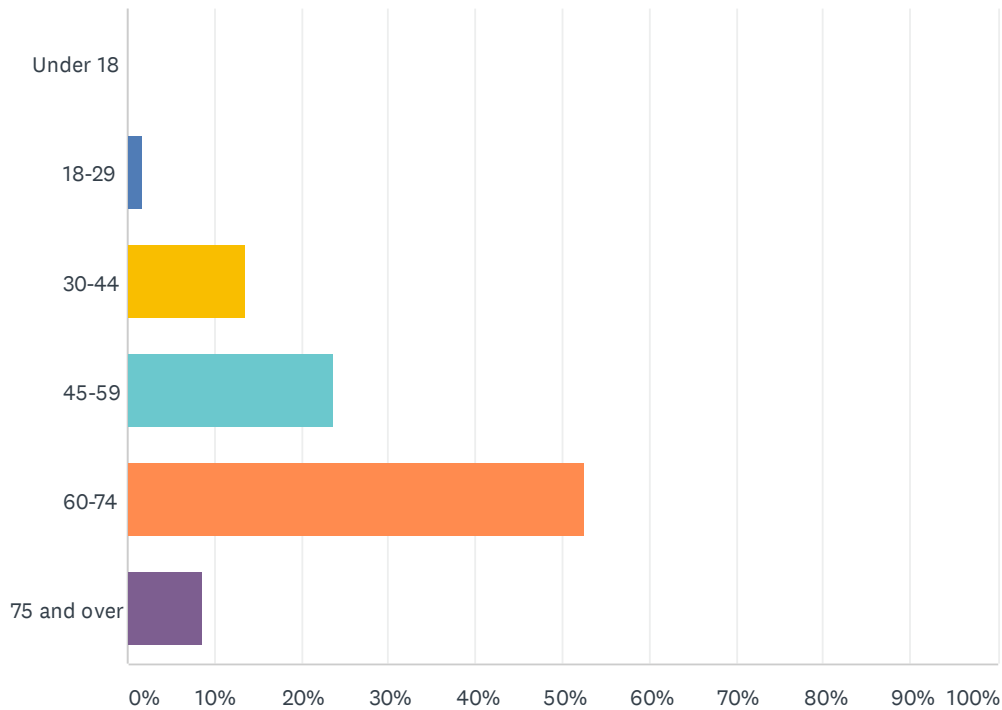
Answered: 63 Skipped: 2



ANSWER CHOICES	RESPONSES	
- live in Marks Tey Parish	82.54%	52
- work in Marks Tey Parish	3.17%	2
- not work or live in the Parish	14.29%	9
TOTAL		63

Q3 Your age. This is optional, please select your age group from the list below

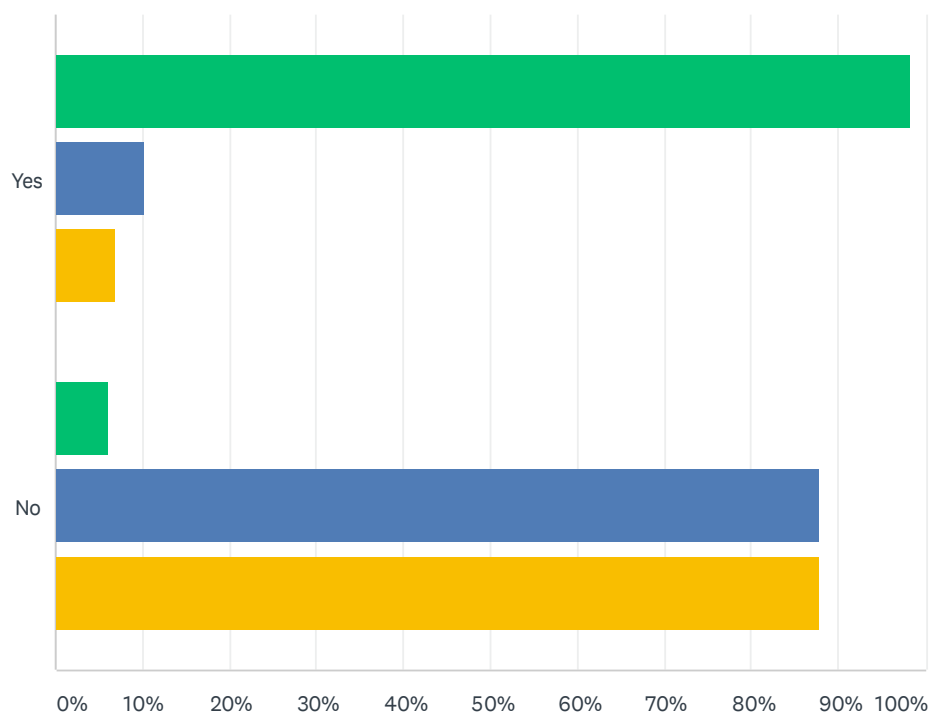
Answered: 59 Skipped: 6



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-29	1.69%	1
30-44	13.56%	8
45-59	23.73%	14
60-74	52.54%	31
75 and over	8.47%	5
TOTAL		59

Q4 What are we like

Answered: 60 Skipped: 5

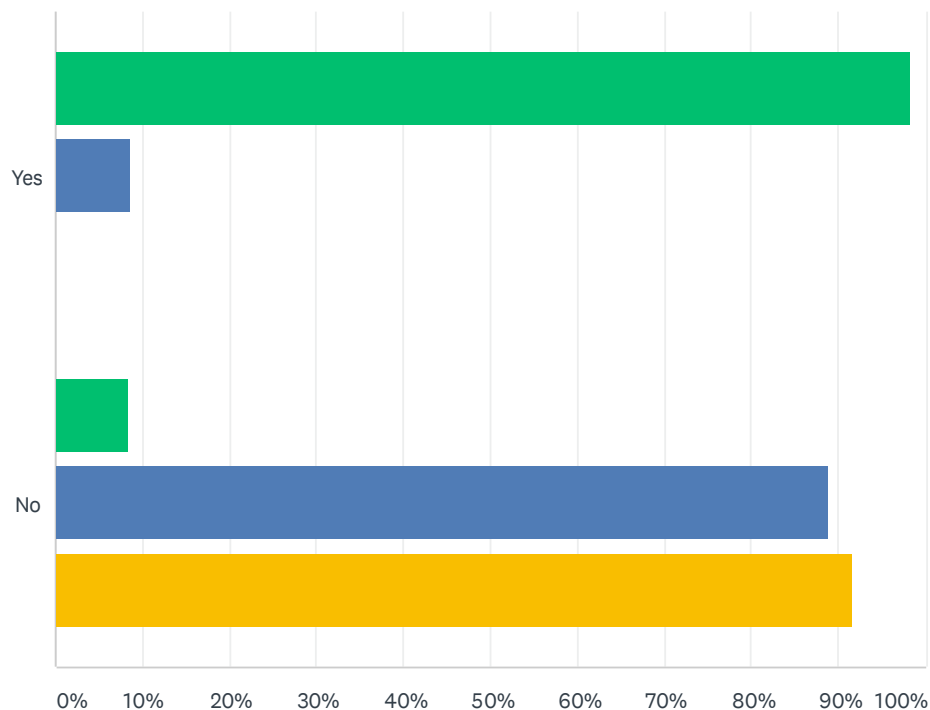


■ Does this reflect Marks Tey as it is/want it to be?
 ■ Have we missed anything?
 ■ Is there anything wrong?

	DOES THIS REFLECT MARKS TEY AS IT IS/WANT IT TO BE?	HAVE WE MISSED ANYTHING?	IS THERE ANYTHING WRONG?	TOTAL RESPONDENTS
Yes	98.28% 57	10.34% 6	6.90% 4	58
No	6.06% 2	87.88% 29	87.88% 29	33

Q5 Key issues

Answered: 60 Skipped: 5

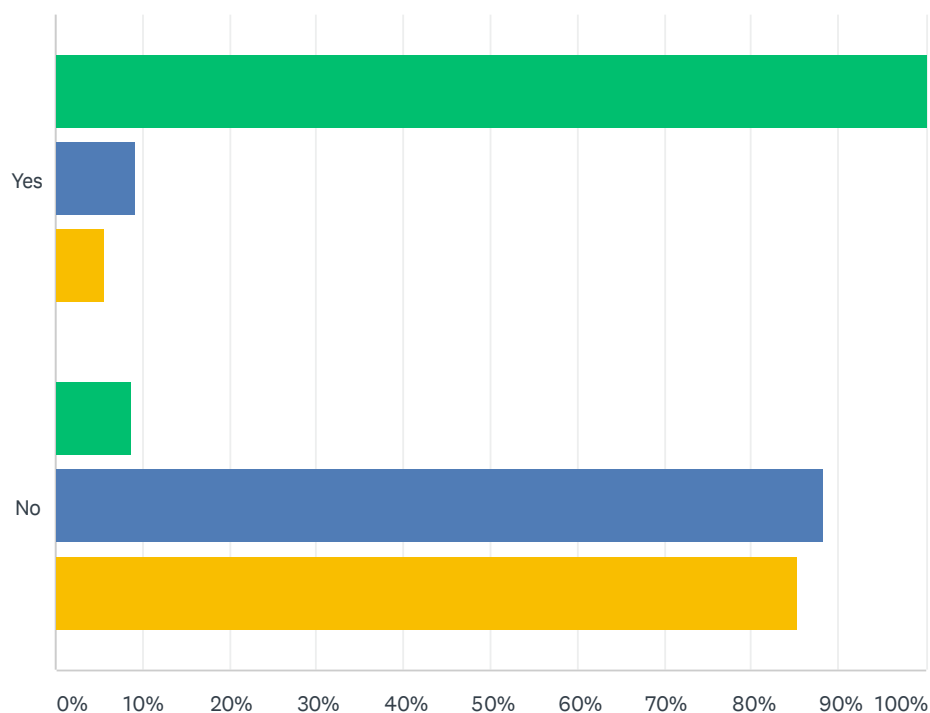


■ Does this reflect Marks Tey as it is/want it to be?
 ■ Have we missed anything?
 ■ Is there anything wrong?

	DOES THIS REFLECT MARKS TEY AS IT IS/WANT IT TO BE?	HAVE WE MISSED ANYTHING?	IS THERE ANYTHING WRONG?	TOTAL RESPONDENTS
Yes	98.28% 57	8.62% 5	0.00% 0	58
No	8.33% 3	88.89% 32	91.67% 33	36

Q6 Vision and Objectives

Answered: 58 Skipped: 7

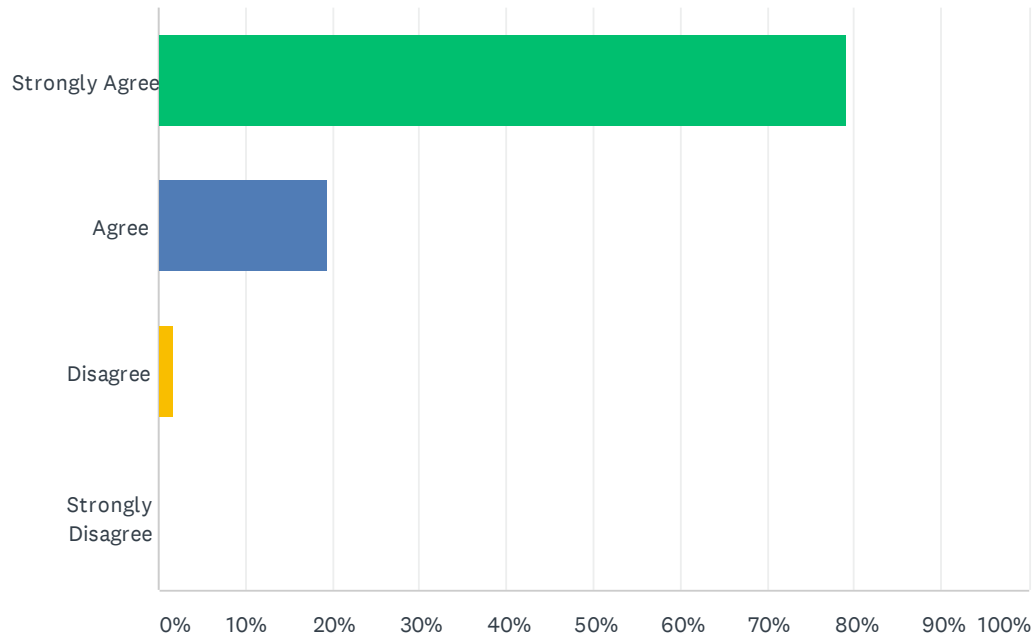


■ Does this reflect Marks Tey as it is/want it to be?
 ■ Have we missed anything?
 ■ Is there anything wrong?

	DOES THIS REFLECT MARKS TEY AS IT IS/WANT IT TO BE?	HAVE WE MISSED ANYTHING?	IS THERE ANYTHING WRONG?	TOTAL RESPONDENTS
Yes	100.00% 54	9.26% 5	5.56% 3	54
No	8.82% 3	88.24% 30	85.29% 29	34

Q8 Objective - Getting AroundMT01 Infrastructure Improvement

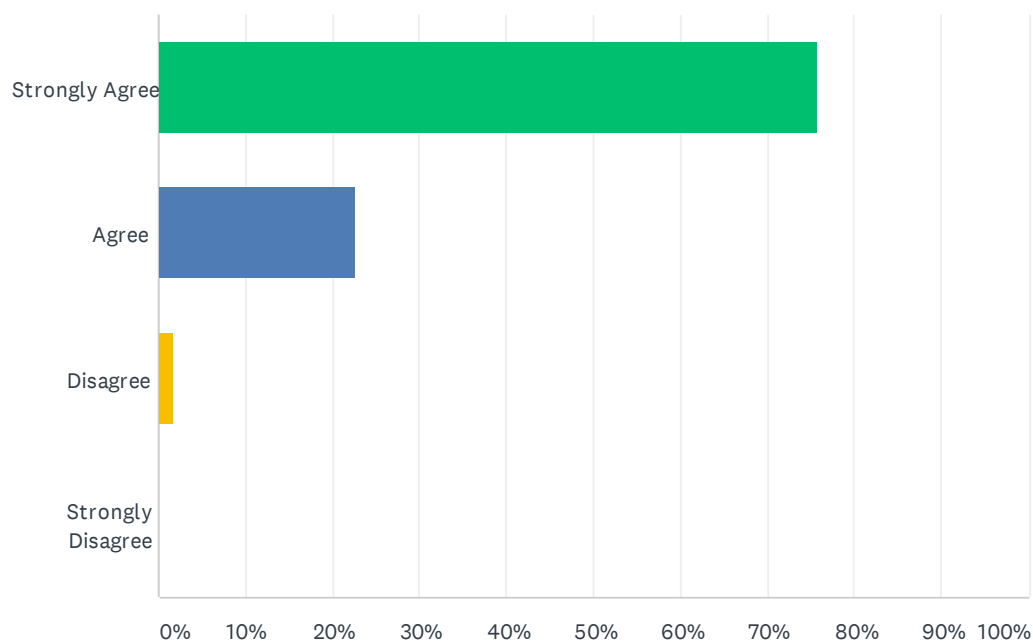
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	79.03%	49
Agree	19.35%	12
Disagree	1.61%	1
Strongly Disagree	0.00%	0
TOTAL		62

Q9 Objective - Getting AroundMT02 Walking and Cycling

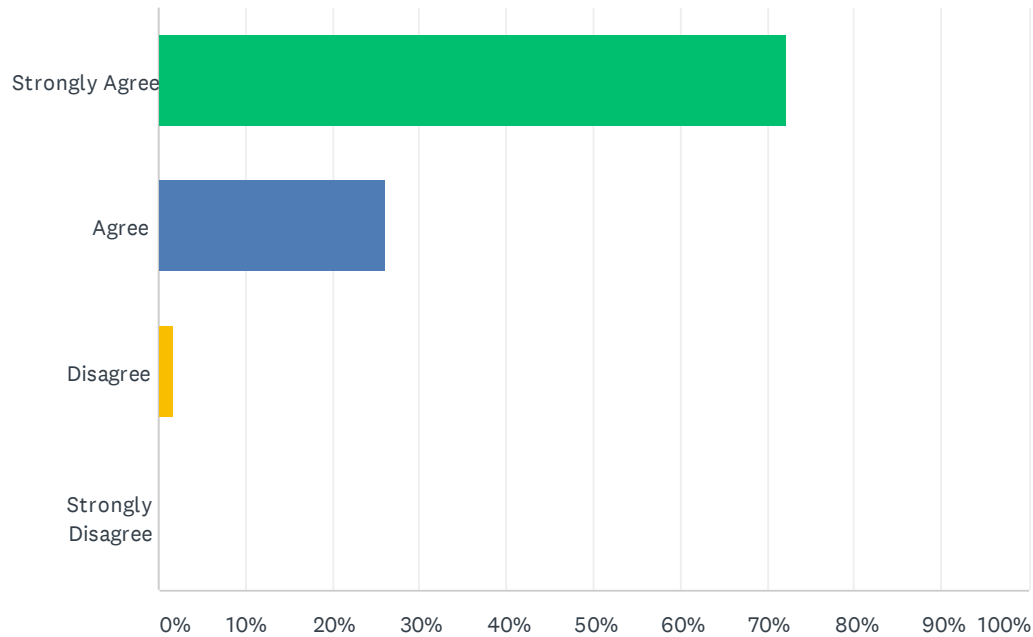
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	75.81%	47
Agree	22.58%	14
Disagree	1.61%	1
Strongly Disagree	0.00%	0
TOTAL		62

Q10 Objective - Sense of PlaceMT03 Street Quality

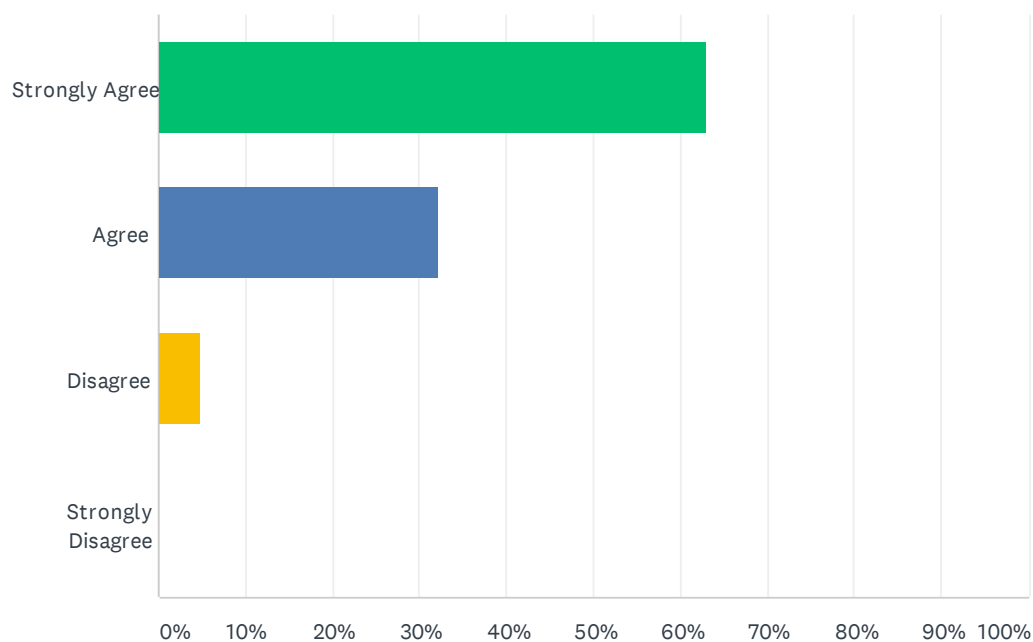
Answered: 61 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strongly Agree	72.13%	44
Agree	26.23%	16
Disagree	1.64%	1
Strongly Disagree	0.00%	0
TOTAL		61

Q11 Objective - Sense of PlaceMT04 Settlement Boundaries

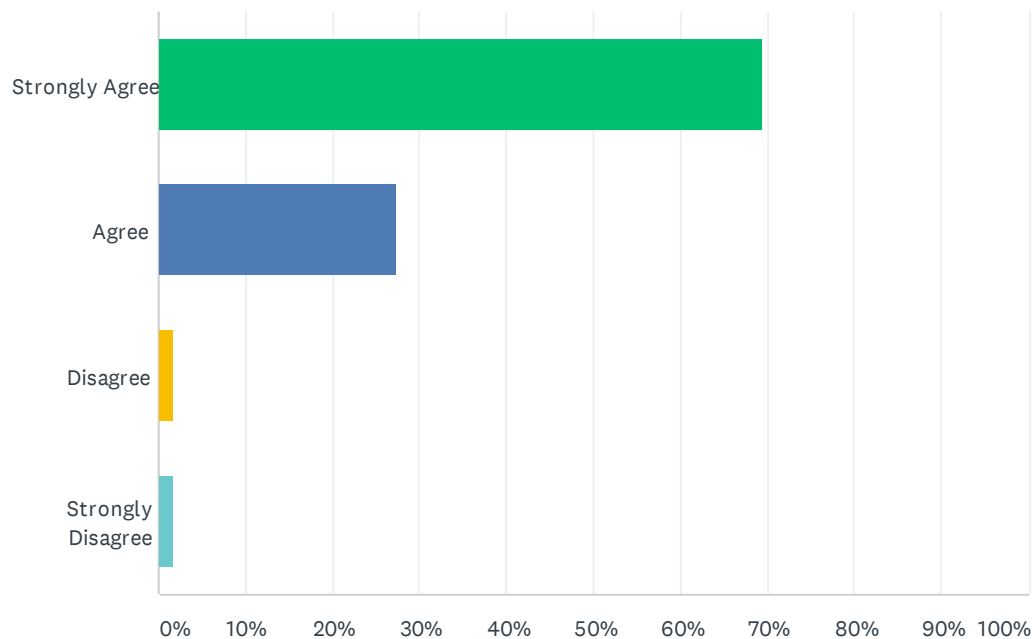
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	62.90%	39
Agree	32.26%	20
Disagree	4.84%	3
Strongly Disagree	0.00%	0
TOTAL		62

Q12 Objective - Sense of PlaceMT05 Local Character

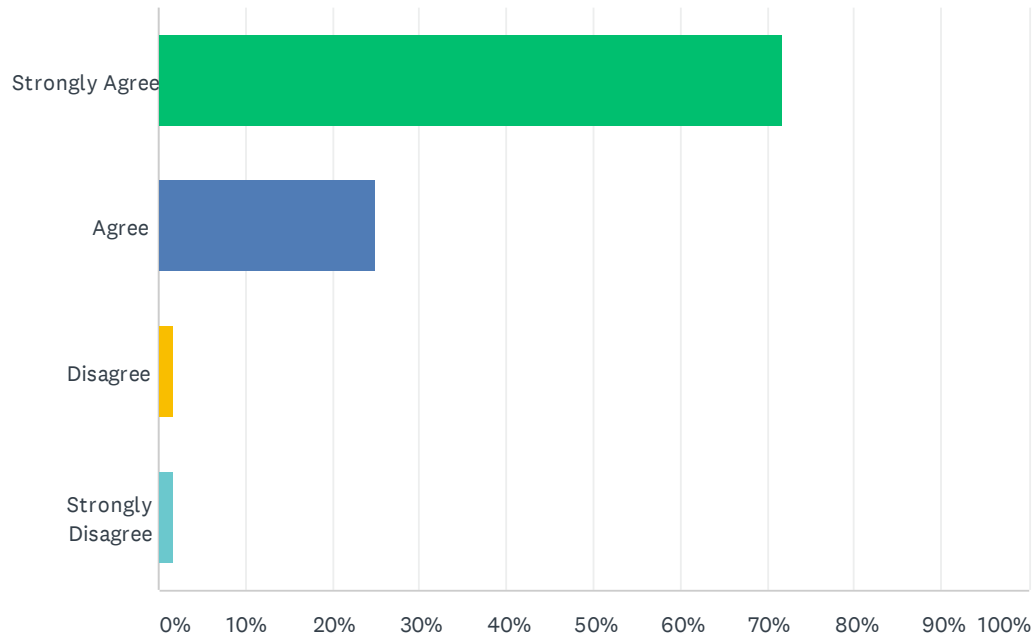
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	69.35%	43
Agree	27.42%	17
Disagree	1.61%	1
Strongly Disagree	1.61%	1
TOTAL		62

Q13 Objective - Sense of PlaceMT06 Landscape Character

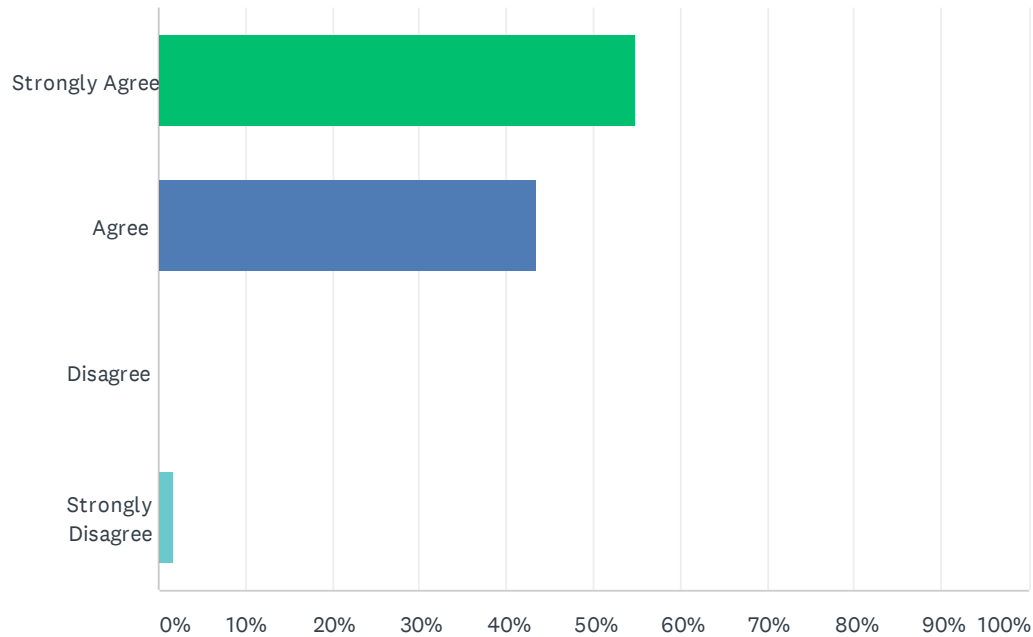
Answered: 60 Skipped: 5



ANSWER CHOICES	RESPONSES	
Strongly Agree	71.67%	43
Agree	25.00%	15
Disagree	1.67%	1
Strongly Disagree	1.67%	1
TOTAL		60

Q14 Objective - Sense of PlaceMT07 Heritage Assets

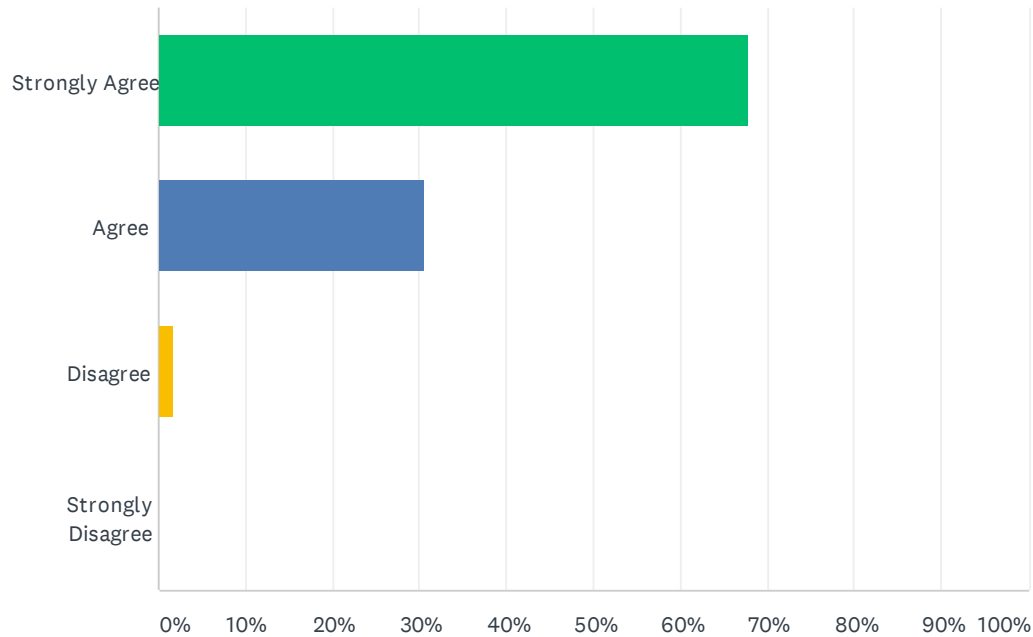
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	54.84%	34
Agree	43.55%	27
Disagree	0.00%	0
Strongly Disagree	1.61%	1
TOTAL		62

Q15 Objective - Sense of PlaceMT08 Rural Lanes

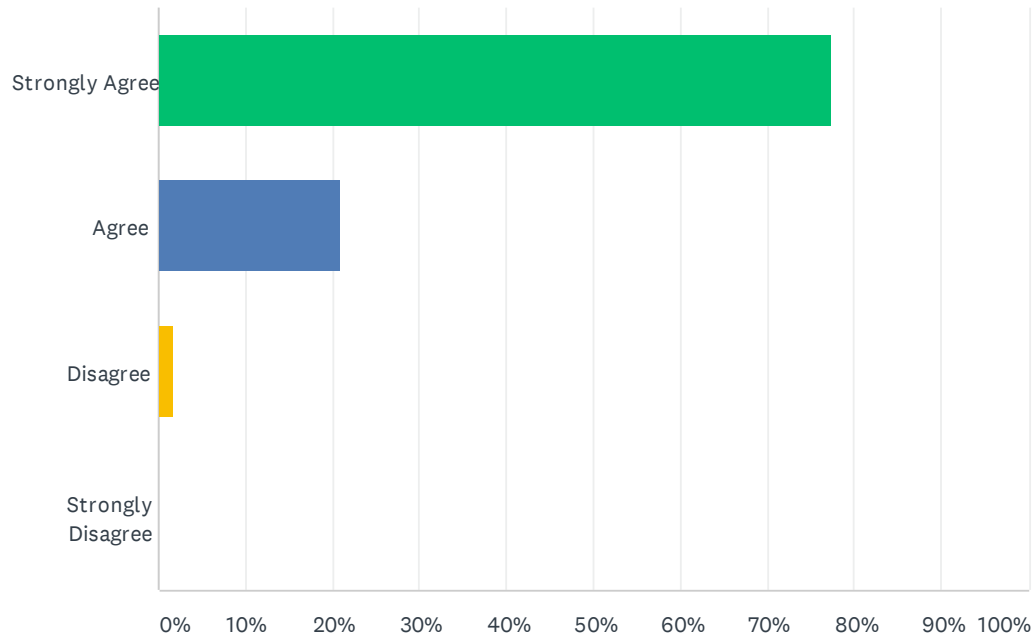
Answered: 59 Skipped: 6



ANSWER CHOICES	RESPONSES	
Strongly Agree	67.80%	40
Agree	30.51%	18
Disagree	1.69%	1
Strongly Disagree	0.00%	0
TOTAL		59

Q16 Objective - Stronger CommunityMT09 Local Green Spaces

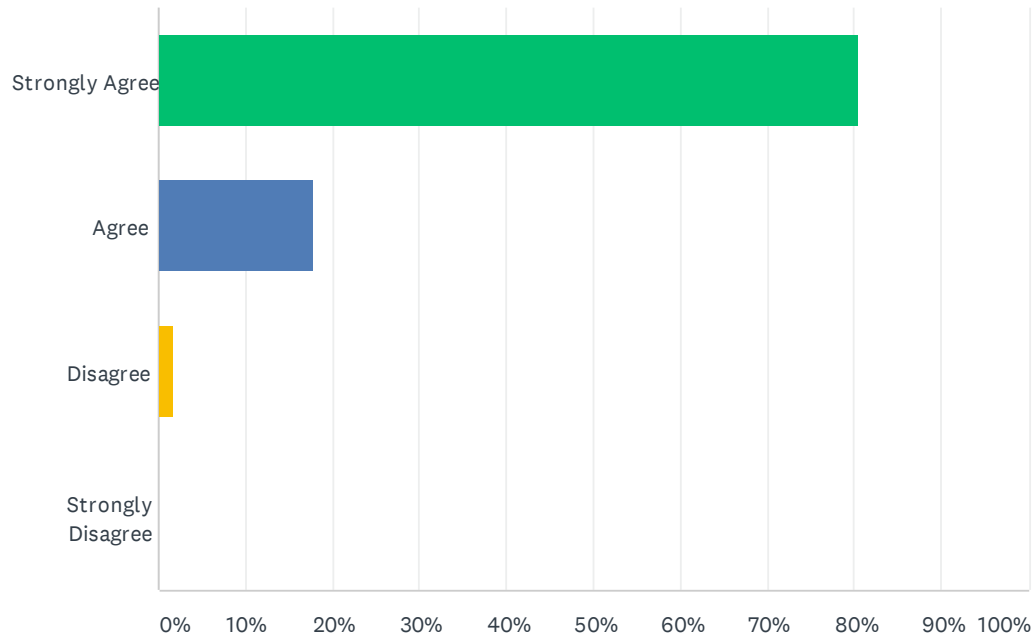
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	77.42%	48
Agree	20.97%	13
Disagree	1.61%	1
Strongly Disagree	0.00%	0
TOTAL		62

Q17 Objective - Stronger CommunityMT10 Quality Open Space

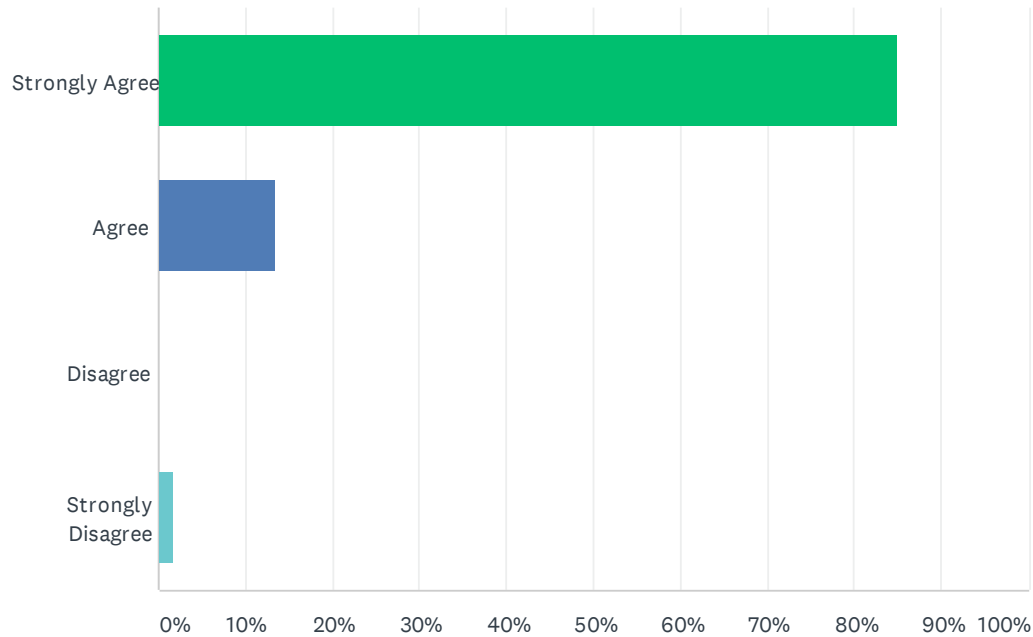
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	80.65%	50
Agree	17.74%	11
Disagree	1.61%	1
Strongly Disagree	0.00%	0
TOTAL		62

Q18 Objective - Healthier EnvironmentMT11 Natural Environment

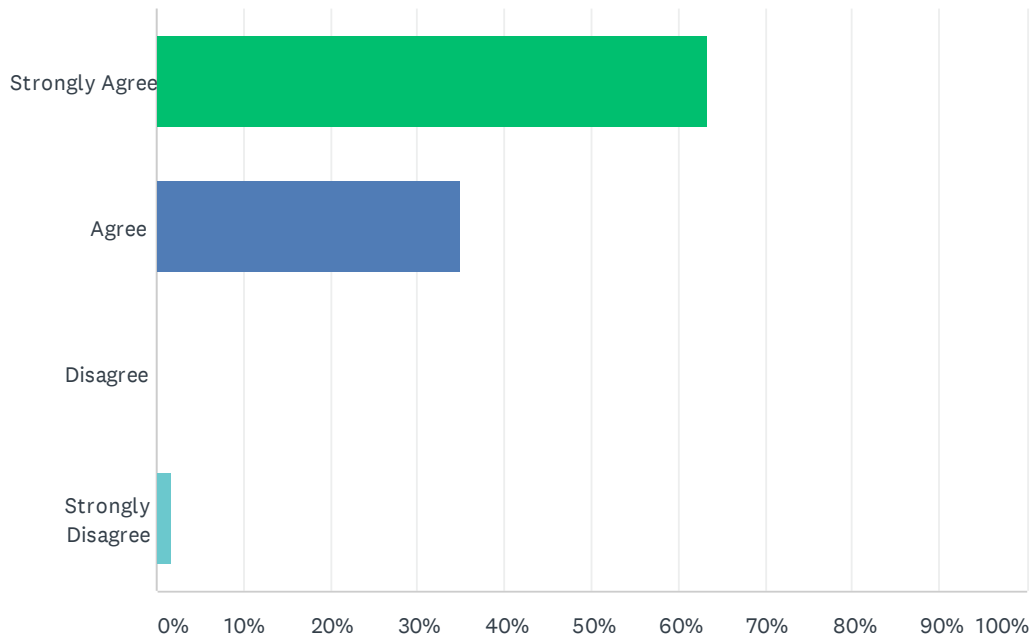
Answered: 60 Skipped: 5



ANSWER CHOICES	RESPONSES	
Strongly Agree	85.00%	51
Agree	13.33%	8
Disagree	0.00%	0
Strongly Disagree	1.67%	1
TOTAL		60

Q19 Objective - Healthier EnvironmentMT12 Essex Coast Recreational Disturbance

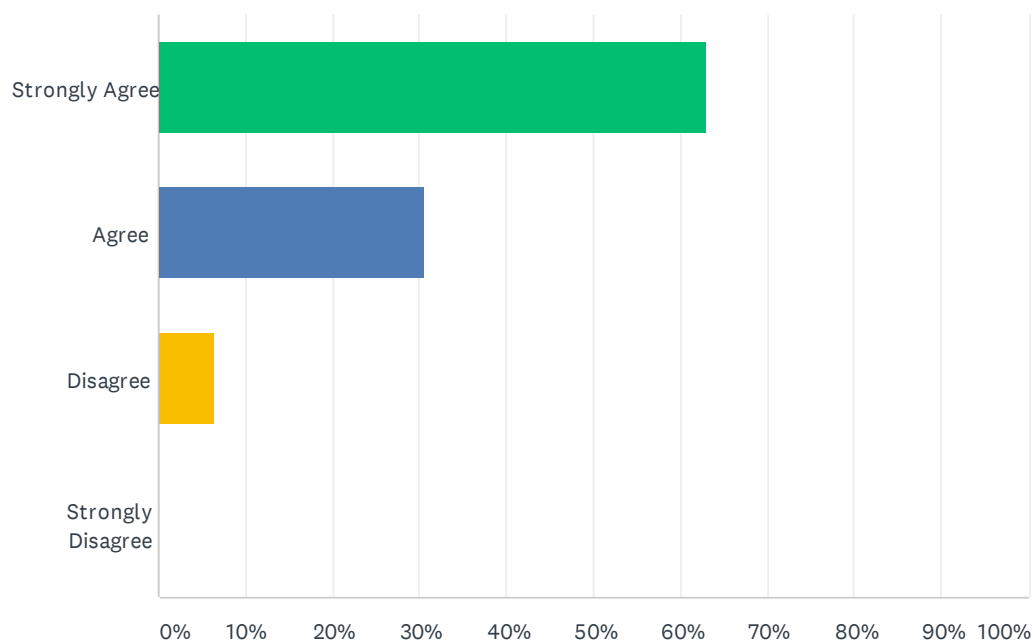
Answered: 60 Skipped: 5



ANSWER CHOICES	RESPONSES	
Strongly Agree	63.33%	38
Agree	35.00%	21
Disagree	0.00%	0
Strongly Disagree	1.67%	1
TOTAL		60

Q20 Objective - HousingMT13 - Housing Mix and Choice

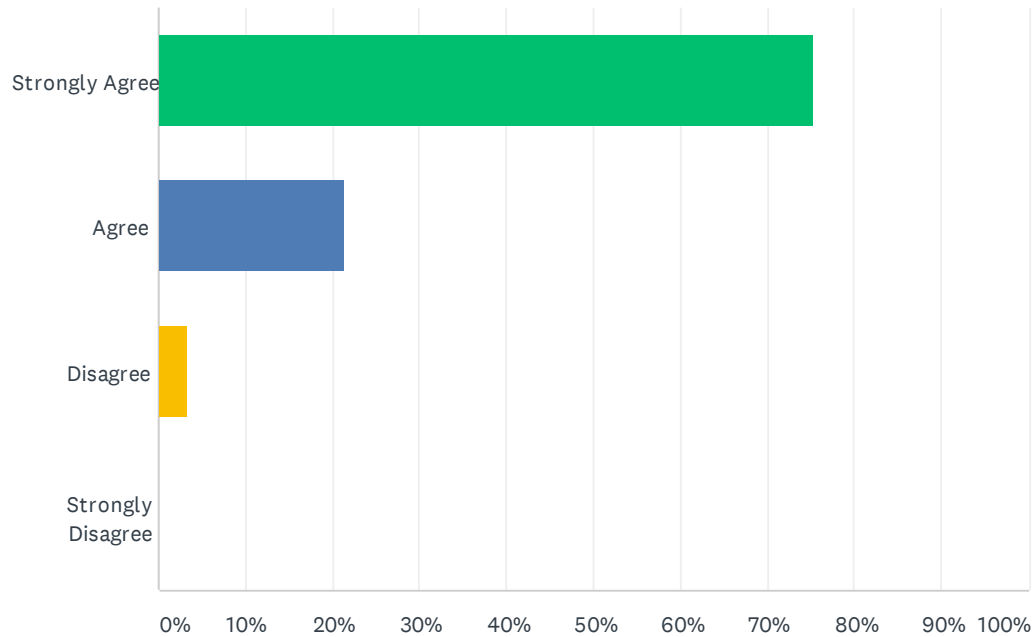
Answered: 62 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	62.90%	39
Agree	30.65%	19
Disagree	6.45%	4
Strongly Disagree	0.00%	0
TOTAL		62

Q21 Objective - Business and EmploymentMT14 London Road Stores

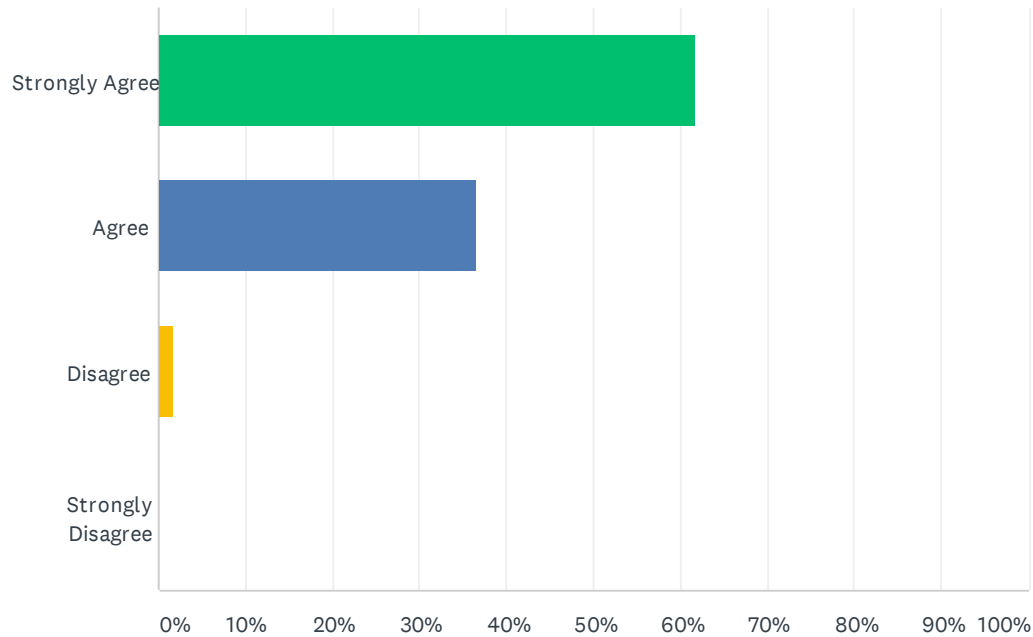
Answered: 61 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strongly Agree	75.41%	46
Agree	21.31%	13
Disagree	3.28%	2
Strongly Disagree	0.00%	0
TOTAL		61

Q22 Objective - Business and EmploymentMT15 Employment Sites

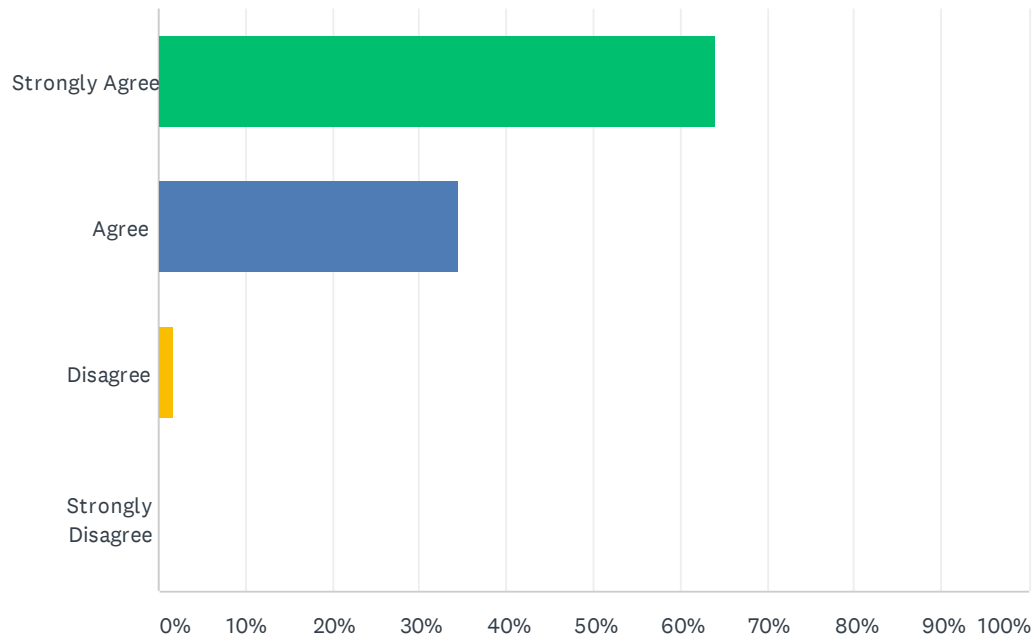
Answered: 60 Skipped: 5



ANSWER CHOICES	RESPONSES	
Strongly Agree	61.67%	37
Agree	36.67%	22
Disagree	1.67%	1
Strongly Disagree	0.00%	0
TOTAL		60

Q23 Objective - Business and EmploymentChapter 7 - Community Actions

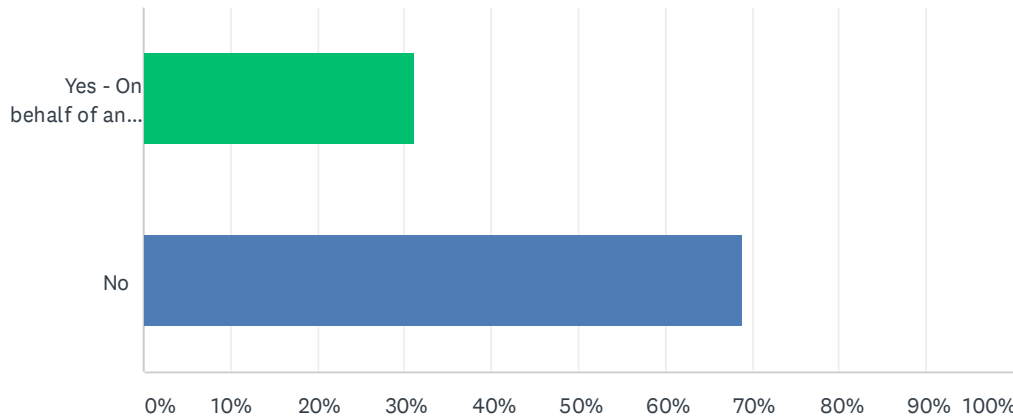
Answered: 61 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strongly Agree	63.93%	39
Agree	34.43%	21
Disagree	1.64%	1
Strongly Disagree	0.00%	0
TOTAL		61

Q27 Please confirm if you are representing someone else

Answered: 64 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes - On behalf of an organisation, please state below	31.25%	20
No	68.75%	44
TOTAL		64

Appendix 8 - Regulation 14
consultation. A report of the
responses received from
statutory consultees

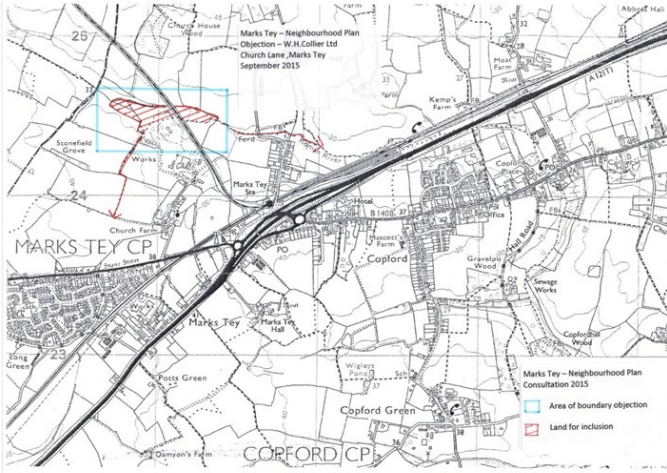
Marks Tey Neighbourhood Plan

Consultation comments received from statutory consultees and other organisations during regulation 14 consultation stage. Please note that comments from residents are recorded separately.

Responses have been received from 19 organisations

Organisation	Reference Number
Colchester Borough Council	S1
Anglian Water	S2
Feering Parish Council	S3
Forestry Commission England	S4
Gladman	S5
Highways England	S6
Historic England	S7
North East Essex CCG	S8
Strutt and Parker	S9
W H Collier	S10
AM Planning	S11
Boyer	S12
Carter Jonas a	S13a
Carter Jonas b	S13b
Natural England	S14
Environment Agency	S15
City & Country on behalf of Marks Tey Farms Ltd.	S16
Swift Scaffolding	S17
Blackstone Contractors Ltd ¹	S18
Essex County Council	S19

¹ Blackstone Contractors Ltd completed a questionnaire but did not provide an open ended response.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
General	S19	Development constituting a County Matter For information purposes only, it is noted that minerals and waste developments are defined as a 'County Matter' in the Town and Country Planning (Prescription of County Matters) (England) Regulations 2003 and are therefore outside of the remit of the Neighbourhood Plan. As such, where the Neighbourhood Plan refers to 'development', this does not apply to development relating to minerals and waste matters.	Noted.	No.
General Objection	S10	<p>With regard to the proposed Neighbourhood plan, i have been asked on behalf of my Clients W.H Collier who operate the brick works in Church Lane Marks Tey to make the following request.</p> <p>They would ask that the village boundary line be extended to include their landholding as detailed on the attached plan. It makes sense in the possible future treatment of the landholding within the plan going forward.</p> 	<p>The area of land concerned falls outside the boundary of the NP and the parish so it currently falls outside the scope of the NP.</p> <p>If the respondent is requesting an amendment to the parish boundary that is done through a different process for example by requesting a community governance review from Colchester Borough.</p>	No.
General	S3	<ul style="list-style-type: none"> • It was difficult to read as the policies are not separated out in the plan itself. However, there is a summary. • The map keys are presented on a separate page which is not helpful. • The plan could do with more visuals to get a sense of the character of the villages • The Plan MUST be amended with site allocations now that the Colchester/Braintree borders Garden Community has been found unsound. (Page 35 paragraph 5.3) - The 	The first three points are noted. With respect to the fourth point, there is no obligation for the Marks Tey NP to allocate a site.	See RC Map.1 in relation to improving the legibility of the map.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Garden Community allocation for Marks Tey 2017 – 2032 was 1350-2500 homes. So the plan should now allocate a site.</p> <ul style="list-style-type: none"> Assuming that the A120 will be relocated and A12 improvements as originally proposed will go ahead there is not the big sweep around the back of Copford. The new A120 is NOT in RIS2 2020-2025 so hopefully will be in RIS3, 2025-2030. The plan does not touch or renewable's, energy efficiencies or climate change. 	<p>With regards to the 7th point, the NP Steering Group attach great importance to sustainable design and construction methods and initiatives that help to address the climate change. The NP is however limited in its influence to dictate standards to developers but supports Colchester-borough led planning policies (e.g. emerging Local Plan Policy CC:1 Climate Change) and initiatives in this respect. Meanwhile the Marks Tey NP focuses on improving connectivity with a view to giving local people more choice in terms of non-motorised journeys. It also focuses on protecting green infrastructure and improving access to green infrastructure. These are both important parts of addressing climate change.</p>	<p>See also RC 6.15</p>
General	S4	<p>Thank you for consulting the Forestry Commission with regard to the Marks Tey Neighbourhood Plan. The aims of the Forestry Commission is to Protect, Improve and Expand the forests and woodlands of England in line with Government policies and targets. With that in mind we are statutory consultees for National Infrastructure Projects.</p> <p>In addition where a planning application or Local Plan might impact upon a designated ancient woodland we pass on the Government guidance on how to protect ancient woodlands.</p> <p>We don't usually make comment or give guidance for Neighbourhood Plans, however I have checked our mapping system just to see if there are any designated ancient woodlands within the parish of Marks Tey and I can confirm that there are none.</p>	Noted.	No
General	S7	Thank you for inviting Historic England to comment on the Regulation 14 Pre-Submission Draft of the Marks Tey Neighbourhood Plan.	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>We welcome the production of this neighbourhood plan, but do not wish to make any comments at this time. We would refer you to our detailed guidance on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here: <https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>.</p> <p>For further advice regarding the historic environment and how to integrate it into your neighbourhood plan, we recommend that you consult your local planning authority conservation officer, and if appropriate the Historic Environment Record at Essex County Council.</p> <p>To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed plan, where we consider these would have an adverse effect on the historic environment.</p>		
General	S11	<p>3. Generally, the preparation of the Parish Neighbourhood Plan is to be applauded, together with the content of the two supporting documents. The Marks Tey Character Assessment is a thorough and very well executed analysis of the Parish and the Masterplanning Support document is a fair and reasonable assessment of the area, including the identification of the key issues and opportunities, and sets out proposals and recommendations.</p>	Noted.	No.
Transport Infrastructure	S6	<p>It is noted that your plan has been drawn up taking into account the policies of the emerging Colchester local plan, relating to the proposed Garden Village proposals, and the proposals for the widening of the A12 as announced in the Roads Investment Strategy in 2014. But also the emerging plans for the A120 between Braintree and Marks Tey.</p> <p>We recognise the current A120 between Braintree and Marks Tey is running close to capacity and suffers from congestion and flow breakdown can occur at times. Similarly, the A12 is also suffering from capacity issues these are to be addressed by the scheme to widen, the most stressed parts, between J19 and J25, this work is currently scheduled to commence in 2023; subject to completion of statutory process and funding.</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
Local Plan and timing	S11	<p>4. However, it is unfortunate that the production of the evidence base that informs the draft Neighbourhood Plan (NP) and the timings of this current consultation period happen to be during a period of considerable uncertainty. Firstly, this is because of the stage reached in the examination of the emerging Local Plan and secondly with regard to the uncertainty regarding the funding and selection of the final preferred route alignments for the A12 and A120. For example, the outcome of the submitted North Essex Shared Strategic Section 1 Local Plan and whether or not the Examination Inspector will find it sound, or whether it can be made sound with proposed main modifications, has yet to be decided. The Inspector stated in closing the final hearing session on 30th January 2020, that he intends to issue his initial findings “in a few weeks”. This could be during or just after the current draft Neighbourhood Plan consultation period, resulting in responses that may no longer be relevant.</p> <p>One potential outcome is that, if the Inspector recommends the deletion of one or more of the proposed Garden Communities, it may well require an alternative proposal to be put forward with inevitable revisions to both the Shared Strategic Section 1 Plan and the Colchester Section 2 Local Plan. Either or both could affect the strategy for Marks Tey, particularly if the Colchester Braintree Borders Garden Community is deleted.</p> <p>6. There is also the issue of the relationship between the emerging Neighbourhood Plan and emerging Local Plan. Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area. In the case of Colchester, the NP must conform with the current adopted Core Strategy (2008, as amended 2014); the Site Allocations SPD (2010); Development Policies DPD (2010, amended 2014); Tiptree Jam Factory DPD (2013); and the Essex Minerals Local Plan 2014. All these, as relevant to Marks Tey, are now out of date as they cover the period to 2021 and do not set out any strategic policies appropriate for the future beyond that Plan period. Furthermore, there is now a legal requirement for all local plans to be reviewed every five years (Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012).</p> <p>7. Consequently, it is necessary for the NP to be drafted on the basis of the emerging Local Plan. This creates the current dilemma because until the Inspector</p>	<p>Points 4, 5, 6 & 7: The NP group have been working in an uncertain strategic context for a number of years now. The Marks Tey NP has an important role to play during this uncertain context in articulating clearly what the local priorities for future development are. In years to come there may be more certainty with regards to strategic policy context and strategic transport infrastructure. At such a time, the Marks Tey NP community will be in a position to update its NP if needed and appropriate.</p>	<p>Yes. Updates to reflect up to date position on Local plan and transport infrastructure. See RC 1.1, RC 1.2, RC 3.3, RC 5.1</p>

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>publishes his initial findings on the Section 1 Strategic Plan, there is no clear strategic policy base to guide the preparation of the NP.</p> <p>8. However, despite the above dilemma, the Parish Council are supported in its endeavour to set out the key issues, vision and objectives and a comprehensive set of proposed planning policies as far as they can be drafted under the above circumstances. It is also acknowledged that the draft NP has been directly informed by the results of community consultation, which is vital in the NP process. Nevertheless, for reasons stated above, it is considered that the current consultation is premature, especially until the outcome of the Examination Inspector's initial findings are known. Changes to the current draft NP are therefore inevitable that will require further consultation.</p>		
Local Plan and timing	S13 b	<p>We write on behalf of our clients L&Q, Cirrus Land Limited, and Gateway 120, who together form the Delivery Partners for West Tey Garden Community. This letter is provided as an addendum to our initial representations to the Marks Tey Parish Council (MTPC) Pre-Submission Draft Neighbourhood Plan ("NP" or "the Plan"), dated 12th April.</p> <p>The original representations remain as made and we ask that these additional representations are read in the context of the Inspector's Post-Hearing Letter to the North Essex Authorities (NEAs), in relation to the Shared Section 1 Local Plan. The letter from the Inspector, dated 15th May 2020, presented a number of findings which run contrary to the evidence presented by the Councils and promoters and we await the next steps in the production of the Local Plans.</p> <p>The team working to deliver West Tey remain fully committed to the plans for the expansion of Marks Tey to provide a sustainable and deliverable community, which can deliver more infrastructure than alternative options. There remains a need for the creation of a plan in North Essex to provide for new housing, employment and infrastructure to be delivered together and which puts the needs of communities first.</p> <p>We will address the Inspector's comments in detail through the formal consultation stages of the Shared Section 1 Local Plan. However, we are particularly disappointed in his failure to acknowledge the benefits of the phased approach to a garden community at West Tey, with the benefits to the existing community that can be delivered in the first instance.</p> <p>We are also disappointed with the Inspector's findings in relation to viability. The Delivery Partners' evidence was based on a more detailed scheme than any other party had</p>	<p>Noted.</p> <p>Noted.</p>	<p>Yes. Updates to reflect up to date position on Local plan and transport infrastructure. See RC 1.1, RC 1.2, RC 3.3, RC 5.1</p>

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>produced to-date, with greater certainty on the costs and how the promised infrastructure could, and would, be delivered.</p> <p>We now have a firmer timeframe for the delivery of upgrades to the A12. If the Shared Section 1 Local Plan does not support a garden community at West Tey, the A12 upgrade will revert to the 2017 consultation alignments, with either an online or slightly offline 6-lane corridor to be delivered from 2023-24.</p> <p>The A120 upgrade remains likely for inclusion in the RIS3 (2025-2030) programme. However, the Inspector missed the opportunity to recognise that this could have come forward earlier (i.e. 2020-2025), were West Tey included in the Shared Section 1 Local Plan1.</p> <p>The real benefits to Marks Tey would only result from removing the significant levels of traffic from the existing route of the A120 through the settlement and creating a bypass route to the A12. In the absence of a scheme for development there can be no commitment to the delivery of these benefits to Marks Tey. As is detailed within our representations, the Delivery Partners' phased approach can deliver these benefits, removing traffic from the existing A120 in the first instance, among other stated benefits. Appended to these representation is an indicative plan for where a first phase 2,500 dwelling development could be located with an additional expansion area identified to accommodate sufficient development to deliver a secondary school and major upgrades to the strategic infrastructure network.</p> <p>All of the evidence produced by the NEAs has shown Marks Tey to be the most appropriate and sustainable location for growth, this will remain the case going forward. If the NEAs pursue Option 1 of the Inspector's recommendations and removes West Tey from the Plan, this will provide MTPC and the NP the opportunity to take a leading role in how development at Marks Tey would come forward. The Delivery Partners are committed to working in full coordination with the authority that wishes to positively Plan for growth at Marks Tey, and they would be happy for MTPC and the NP to take this role in lieu of the NEAs and the Shared Section 1 Local Plan.</p> <p>Accordingly, we reiterate the benefits of the NP incorporating positive policies that can help shape new growth at Marks Tey.</p>	<p>Noted.</p> <p>Noted.</p> <p>The NP steering group however note that Essex County Council are still seeking the upgrading of the A120 for the RIS3 period and that this is not dependent on the delivery of West Tey.</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		We look forward to continuing working together with the MTPC in bringing forward the NP and the West Tey garden community. Should you have any questions, please do contact us in the first instance.		
Local Plan and timing	S19	Emerging Local Plan (p21) As mentioned above, the policy context for the Neighbourhood Plan will need to be updated to reflect the findings of the Planning Inspector's letter. Planning Inspector's letter on the North Essex Section 1 Local Plans.	Noted.	Yes. Updates to reflect up to date position on Local plan and transport infrastructure. See RC 1.1, RC 1.2, RC 3.3, RC 5.1
OTHER Context to S13a	S13 a	<p>We write on behalf of our clients L&Q, Cirrus Land Limited, and Gateway 120, who together form the Delivery Partners for West Tey Garden Community, to provide representations to the Marks Tey Parish Council (MTPC) Pre-Submission Draft Neighbourhood Plan ("NP" or "the Plan").</p> <p>L&Q has a legacy of delivery of large-scale development projects, delivering new communities with a range of housing (types and tenures), employment, community and social infrastructure and strategic infrastructure. Being a housing association, L&Q deliver rental properties across a variety of tenures, meaning they remain a key stakeholder in the community for the lifetime of the development, rather than just in its delivery.</p> <p>Background</p> <p>The Delivery Partners have sought to engage with the Parish Council periodically during the production of the emerging Local Plans for Braintree and Colchester, relating to proposals for a new garden community at West Tey. It is appreciated that this engagement has had to remain at a relatively high level, whilst the Delivery Partners and the North Essex Authorities (NEAs) seek to establish the principle of a new garden community within the Shared Section 1 Local Plan.</p> <p>We understand the near unique position that MTPC finds itself in. Given the strategic nature of this development, it is necessary that it is subject to the Plan-making regimes of Braintree and Colchester Councils. However, we support MPTC in seeking to put in place a NP, which will help direct growth within the Parish both in the intervening period before</p>	<p>Noted.</p> <p>Noted.</p>	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>the delivery of West Tey, as well as providing a platform for future iterations to assist in guiding the development of West Tey as it evolves.</p> <p>Legislative Policy Framework Paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990 sets out the basic conditions for the examination of a Neighbourhood Plan. The statutory requirement under paragraph 8(2) (a) requires an Examiner (and a qualifying body in preparation) to carefully and systematically assess the accordance and consistency of each draft neighbourhood plan policy with identified national planning policy. The National Planning Policy Framework (“NPPF”) is the sole document comprising “national policies”.</p> <p>A qualifying body in producing a draft neighbourhood plan and a Basic Conditions Statement for Regulation 16 consultation must clearly identify for each neighbourhood plan policy:</p> <ul style="list-style-type: none"> a. have regard to national policy; b. contribute to the achievement of sustainable development; c. be in general conformity with the strategic policies in the development plan for the local area; and d. be compatible with EU obligations.. <p>Paragraph 29 of the NPPF emphasises the requirement for neighbourhood plans to not promote less development than set out in the strategic policies for the area, or undermine those strategic policies, with neighbourhood plans requiring to be in “general conformity with strategic policies contained in any development plan that covers their area”.</p> <p>The NEAs Shared Section 1 Local Plan is at an advanced stage of Examination, with a letter expected imminently from the Inspector confirming the in-principle acceptability of the Plan. It is understood that the NEAs intend to seek to adopt the Shared Section 1 Plan in advance of the Examination of the Section 2 Local Plans for each local authority. Accordingly, we anticipate the Shared Section 1 Plan to be adopted prior to the adoption of this NP, with the NP being Examined for general conformity with the strategic policies of the Section 1 Plan.</p> <p>The NP will also have to consider conformity with the emerging policies of the Colchester Section 2 Local Plan, with its adoption anticipated for early 2021. Whilst conflict with this Plan may not result in the inability of the NP to be adopted, it will soon result in it becoming</p>	<p>Noted.</p> <p>Noted.</p> <p>The NP steering group note as clarified by the respondent in updated response that the situation has changed with regards the Local Plan.</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>outdated, as the policies of the later adopted Colchester Local Plan supersede earlier NP policies.</p> <p>West Tey Garden Community</p> <p>The Delivery Partners appreciate that engagement to-date has been at a relatively high level, whilst the Delivery Partners and the NEAs seek to establish the principle of a new garden community within the Shared Section 1 Local Plan. Accordingly, the evidence base and design work that has been undertaken with this goal in mind.</p> <p>Once these strategic policies are adopted, the Delivery Partners wish to work in partnership with MTPC to develop both a wider masterplan for the entire site, but specifically to focus on what can be done in the early years of the development to benefit the existing community. The Delivery Partners are of the view that Marks Tey effectively forms the first 'Phase' of the garden community and the early design and delivery of infrastructure should have the interests of the existing community at its heart.</p> <p>The Delivery Partners have developed a few options for initial delivery of the garden community. Key features of these initial designs include:</p> <ul style="list-style-type: none"> • A loop road for the existing A120, taking traffic away from the existing Old Stane Street, opening up the potential for the existing road to be pedestrian, bus (including future proofing for Mass Rapid Transport system), and/or delivery only; • Using this reduction/removal of traffic to create a local centre with active, commercial uses along its edges. This would reinvigorate this stretch of Old Stane Street, creating a pedestrian friendly, active centre that could become a stronger heart of the village; • The provision of a health care facilities within this centre. This would begin as a local GP centre style facility but with space to evolve into a much larger, mixed discipline health hub as the garden community evolves. This would align with the NHS strategy of consolidating facilities into such 'hubs'; • The provision of a public transport interchange on the western side of the railway line. This would allow bus, taxi, pedestrian, and cycle access only, incorporating a new station entrance and bridge to each platform (see detail at Appendix B) • A network of pedestrian, cycle and public transport priority to connect residents (new and existing) to the local centre and public transport interchange; • A significant green buffer between the exiting village and development to its south and south west; 	<p>The NP steering group notes these potential initiatives which are linked with the Garden Community, which is currently no longer part of the emerging Local Plan.</p> <p>Noted.</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<ul style="list-style-type: none"> Appropriately sized employment space within a new local centre. However, we would also look to build on the existing employment space between the GEML and the A12 with the provision of an 100 acre business park. This would be phased appropriately in line with strategic road infrastructure and would work with existing businesses to see how new employment space might be able to meet their specific growth needs. <p>It is positive to see that these proposals reflect much of what is detailed within the NP, namely the SWOT analysis and key issues that precede this. It is aim of the Delivery Partners to enact early interventions that can help address issues of the existing community.</p> <p>Marks Tey Neighbourhood Plan</p> <p>It is appreciated that the Plan-making process is an iterative one, with the current consultation NP being drafted at a 'moment in time'. However, the NP will be required to be updated prior to Examination to reflect the latest position with the NEAs Section 1 Plan, and strategic policies within it for a garden community at West Tey.</p> <p>We would promote the inclusion of a policy that recognises the garden community and identifies what MTPC would like to see delivered as part of initial phasing during the Plan period. This policy should remain high level at this stage, reflecting the strategic nature of the Section 1 Local Plan policies, but can set a framework within which the CBBGC DPD can be shaped, with a particular focus on early phasing interventions.</p> <p>The recent Budget announcements have confirmed the timetable for the A12 and A120 upgrades, with the prior committed to delivery within RIS2 (2020-2025) and the latter within the RIS3 period (2025-2030). Whilst these will provide significant improvements in the long-term, the NP should consider whether policy can support interventions in the short-medium term, that would:</p> <ul style="list-style-type: none"> Create a safer and pedestrian/cycle friendly environment, particularly along the A120; Improve pedestrian and cycle connectivity across the Plan area, including links to Marks Tey station; and/or Enhance the sense of place for Marks Tey. <p>The Delivery Partners are committed to working with MTPC to shape not just a long-term vision of Marks Tey but how improvements can be made in the short-term to address</p>	<p>Noted. The NP does set out priorities with regards to creating safer and pedestrian/cycle friendly environment, improving pedestrian and cycle connectivity and enhancing sense of place. But the NP does not implement development and it is the role of developers who put in proposals to demonstrate their proposals deliver sustainable development and address the priorities set out in the Marks Tey NP.</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		existing issues. The NP should actively reflect this and put in place the platform for these to be achieved.		
Foreword	S1	Replace Acronyms such as ECC, CBC and NP with the full name of the organization or document the first time it is used but with the acronym in brackets then they can be used throughout.	Agreed. This will be done in an updated foreword.	Yes. RC Foreword
Para 1.3	S1	In line 4 replace Local Plan with emerging Local Plan. Replace lines 5-11 to update the current situation for the emerging Local Plan i.e. further examination undertaken in January, and Inspector's letter May 2020 regarding Colchester/Braintree Garden Community proposals not viable. Consider moving Planning Policy context from Section 3.0 to Section 1.0	Agreed. Agreed. Noted but not necessary.	Yes. See RC 1.1
Introduction	S1	The introduction should also refer to the Emerging Colchester Local Plan currently subject to independent examination which once adopted, will provide the strategy for growth of the Borough to 2033. The plan period for the NP should be updated to 2033, in accordance with the Emerging Local Plan and associated evidence base.	Noted and agreed. The NP period is clearly stated as being up to 2033	No.
Introduction	S9	We are broadly supportive of the policies and aims of the Neighbourhood Plan. It is positive that 'Economy' has been identified as a key topic for the consideration of the DNP at paragraph 1.5. This is considered to be a proactive approach, and fully conveys the Parish Council's intention not just to address the delivery of housing, open space and other public amenities, but also the importance of ensuring the maintenance of existing employment areas to provide jobs and economic opportunity within the defined Neighbourhood Area.	Noted.	No.
Introduction	S11	9. For clarity, it is considered that Chapters 2 to 5 set out a reasonable and balanced description of the Neighbourhood Area, the identification of the Key Issues including SWOT analysis and the Further Exploration of the Key Issues through the Masterplanning Support work, together with the Character Assessment and finally, the Neighbourhood Plan Vision and Objectives.	Noted.	No.
Introduction	S12	Introduction We agree with the comments made by Andrew Martin in respect of this pre-submission consultation of the Neighbourhood Plan being premature. This is primarily in relation to the stage reached in the examination of the emerging Stage 1 Local Plan. The Inspector's Report is awaited, the contents of which may result in responses to the Neighbourhood	The Marks Tey NP is under no obligation to allocate sites. The NP group have been working in an uncertain strategic context for a	See RC 6.11

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Plan that are no longer relevant or potentially requiring alternative proposals to be prepared which affect the strategy for Marks Tey, particularly in the event that the Colchester Braintree Borders Garden Community were to be removed from the Plan.</p> <p>Under such circumstances, it is considered that the Neighbourhood Plan would need to consider smaller sites for potential development to meet local housing needs, support growth and the vitality of Marks Tey as a community. The site at Livelihoods, is one such site, which can deliver sustainable residential development close to the existing village centre.</p>	<p>number of years now. The Marks Tey NP has an important role to play during this uncertain context in articulating clearly what the local priorities for future development are. In years to come there may be more certainty with regards to strategic policy context and strategic transport infrastructure. At such a time, the Marks Tey NP community will be in a position to update its NP if needed and appropriate to do so.</p>	
Introduction	S19	<p>Introduction (p7)</p> <p>The Parish Council will be aware of the recent Planning Inspector's letter on the North Essex Section 1 Local Plans (covering the Local Plan for Colchester Borough Council) where he stated the Plans can be made 'sound' subject to the removal of the Colchester Braintree Borders Garden Community. References in the Neighbourhood Plan will need to be updated to reflect this decision and it is recommended discussions take place with Colchester Borough Council to determine any further implications.</p>	Noted.	Yes. See RC 1.1, RC 1.2, RC 3.3, RC 5.1
Chapter 2	S9	<p>This section of the plan has described the location and setting of the designated area for the Marks Tey DNP, and identifies the strong transport links existing within the local area. With existing links to the A12, the Greater Eastern Main Line (GEML) Railway, and with the nearby settlement of Colchester, Marks Tey is considered to be a sustainable location for certain forms of development. While it is understood that various junctions and transport nodes will likely need improving to cater for any planned future growth, Marks Tey's location adjacent to these crucial transport links to provide opportunity for sustainable employment growth. Paragraph 2.4 onwards describes the physical barriers posed by the transport links, and their potential to constrain growth to the south of the main settlement. The former Andersons site is set between the A12 and the GEML, and would seek to make a positive contribution to this area of the Parish, where it would otherwise be difficult to deliver meaningful growth that enhances the surrounding area. The Masterplan that accompanies the DNP document has highlighted this opportunity, and proposes ideas for the future development of the site. Paragraph 2.12 identifies the Business Community</p>	Noted.	No

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>present in Marks Tey, and identifies that a number of existing employers are based around the A120 and A12, with access to these key transport links.</p> <p>Landscape Character of the immediate areas is raised at 2.19. This section draws much of the Landscape and Character Assessment from the adopted and emerging CBC Local Plans, which is the relevant and up to date evidence base. The sources listed have identified the landscape strengths. It is agreed that the Landscape Strategy Objective to “Conserve and Enhance” is a commendable approach within the DNP. As will be set out later in this representation, the current proposals for Marks Tey seek to retain the employment use established on the site, while enhancing the immediate local area through improvements to landscaping. The proposals additionally enhance the business offering of the site, which is not only in line with this agreed principle of the NDP, but also the currently adopted Local Plan.</p>		
Para 2.26	S12	<p>Landscape Character</p> <p>Paragraph 2.26 Constraints and Opportunities</p> <p>The area of hardstanding south of the intersection of the A12 and A120 referred to under the green gap constraints and opportunities is understood to relate to the Livelihoods site. The Neighbourhood Plan states it “has a predominantly urban fringe character and makes a low contribution to sense of separation between the settlements.”</p> <p>It is considered that development of the site for residential purposes, either as a standalone scheme or in combination with the wider development proposals for land south of London Road, promoted by Crest would improve the character of this area and further assist in the safeguarding of the wider setting of Marks Tey Hall. This reference in the Neighbourhood Plan is therefore welcomed and supported.</p>	Noted.	No.
Para 2.30	S1	Consider changing the order of the list of animals surveyed so that amphibians don’t appear to be categorized as a mammals	Agreed.	Yes. See RC 2.1
Para 3.1	S8	<p>Table 3.1 - Provision of a GP surgery and dentist in plan area</p> <p>As part of the master planning process Health and Social Care are involved in a health workstream which will review the impact and need to determine infrastructure and workforce requirements.</p>	Noted. The NP group note that if the Garden Community is not to come forward, this comment may no longer apply.	No.
Table 3.1	S9	It is noted that a number of the issues highlighted in Table 3.1 involve the A12 and the A120, and seek the reduction in traffic and congestion, and also refer to the lack of pedestrian linkages. The provision of enhanced linkages and how they will be delivered	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		through the development of the former Anderson site is set out later in this representation.		
Para 3.4	S9	The Business Survey described at paragraph 3.4 represents a sound approach to understand the needs of business and employment within the Neighbourhood Area. We note that the survey findings included the need for new and extended premises, which relates well to the aspirations for the former Anderson site and the adjacent land.	Noted.	No
Para 3.8	S9	The planning context set out at 3.8 sets out the DNP in the context of the statutory Development Plan, and has correctly identified the allocation of up to 8.03 hectares of land for suitable employment uses within Marks Tey. More specifically, the former Anderson site and the adjacent land to the east is allocated within the adopted Proposals Map, and is also covered by Policy DP5 of the adopted Development Policies DPD, which includes appropriate employment uses and protection of employment land and existing businesses.	Noted.	Yes. See RC 6.29
Para 3.8-3.11	S1	Consider moving Planning Policy context from Section 3.0 to Section 1.0	Noted but not necessary	
Para 3.8	S1	Policy ENV2 – identify why this policy singled out Add Proposals Map (adopted 2010) to the list of Adopted local Plan documents	Agreed. Agreed.	Yes. See RC 3.1
Para 3.9	S19	Paragraph 3.9. Delete reference to the “Waste Local Plan (adopted 2001)” and replace with “Essex and Southend-on-Sea Waste Local Plan (2017)” (WLP). Although Neighbourhood Plans should not seek to establish policy for minerals and waste land uses, they should include context on such matters, as relevant to the area. Accordingly, the following amendment will need to be made to the bulleted text associated with Paragraph 3.9 (replace existing text with that below): “The Minerals Local Plan safeguards the following two sites: o Marks Tey Brickworks for brick clay extraction and brick making (Policy S8 – Safeguarding mineral resources and mineral reserves) o Marks Tey Rail Depot which is a minerals transshipment site (Policy S9 - Safeguarding mineral transshipment sites and secondary processing facilities).	Agreed.	See Change RC 3.2
Para 3.9	S19	It is considered that there should be a brief mention of the role of the Waste Local Plan similar to that given in the italicised wording describing the Minerals Local Plan. Suggested wording is as follows:	Agreed.	See RC 3.3

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>'Essex and Southend Waste Local Plan</p> <p>The Essex and Southend-on-Sea Waste Local Plan (WLP) sets out how Essex and Southend-on-Sea aim to manage waste up to 2032. It seeks to deal with waste more sustainably across the Plan area by guiding the development of waste management facilities in appropriate locations, encouraging recycling and reducing reliance on landfill.'</p> <p>There is a single safeguarded waste facility, Honeylands Farm Waste Transfer Station, located on the western boundary of the planning area. This could be referred to as follows:</p> <p>'The Waste Local Plan safeguards the following site:</p> <p>Honeylands Farm Waste Transfer Station for the recycling of waste arising from highway gullies, including the construction of concrete pads, sumps, ancillary equipment, office and welfare facilities</p>		
Para 3.10	S1	Add dates to Emerging Local Plan i.e. 2017 -2033 in title	Agreed.	Yes. RC 3.4
Para 3.10	S9	<p>Paragraph 3.10 of the DNP describes Marks Tey in the context of the emerging Local Plan. The Planning Statement submitted with application 200388 sets out the position in respect of the former Anderson site, which is maintained as an employment allocation in the emerging Local Plan. We are supportive of the fact that this allocation has been reflected within the DNP.</p> <p>The adjacent land to the east is not however allocated in the emerging Local Plan. It is considered that this is because no development has come forward in the time since the site was first allocated, and that Colchester Borough Council have interpreted this to mean that developer interest for the site was not forthcoming. It is our client's intention to deliver employment growth on this site, in line with the proposals map in the current adopted Local Plan. While this would have the advantage of delivering further economic growth to the area, it would also allow a mechanism for the securing of further footpath/cycle links as proposed in the remainder of this plan.</p> <p>As a result, the DNP should include this land as an allocation for employment growth, notwithstanding the position of the emerging Local Plan.</p> <p>.../Page 3</p> <p>Regarding the emerging Local Plan, following an update from the Local Plan Inspector for the North Essex Authorities' (NEAs) Stage 1 Local Plan (dated 15th May 2020), there is considered to be scope for a possible delay in the adoption of the emerging Local Plan. The main finding in the latest announcement is that proposed Garden Community at Marks Tey</p>	Noted. The NP steering group are supportive of a scheme coming forward subject to the existing A12 constraints being first addressed. Also note we intend for the policy to apply to the extent of the site as per the emerging Local Plan policy.	Yes. RC 6.29 the policy is now accompanied by a map so as to clarify the site extent.

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		<p>has been found 'unsound', and further work is required before the Stage 1 Local Plan can be adopted. While it is uncertain at this stage what the full implications will be, our view is that there will be a knock-on effect to the timescales of the Stage 2 Local Plan, which seeks to allocate specific growth sites within Colchester Borough.</p> <p>This delay will mean continuation for the allocation for a longer period. This reinforces our view that the DNP should maintain the allocation of land to the east of the former Anderson site for future employment growth, in accordance with the adopted Local Plan.</p>		
Para 3.11	S1	Update paragraph to reflect the current situation for the emerging Local Plan i.e. further examination undertaken in January, and Inspector's letter May 2020 regarding Colchester/Braintree Garden Community proposals not viable. Likely to lead to major modifications but likely not confirmed until July 2020	Agreed.	Yes. See RC 3.4
Para 3.11	S8	<p>The NHS would like to ensure that appropriate healthcare facilities are provided to support the Garden Community Development and are working collaboratively with health & social care partners to review how primary care services are delivered within the identified garden community development however, this may not be in the form of a standalone surgery.</p> <p>Healthcare infrastructure will be considered in the form of expanded or new facilities which will include primary care and dental provision. This will be achieved within the timeline for the new garden community. In addition, healthcare contributions that can be sought via planning applications through S.106 agreements will help to achieve improved access for the residents of Marks Tey.</p>	Noted.	No.
Para 3.12	S9	Paragraph 3.12 of the DNP describes the proposed Strategic Road Improvements set out by Highways England, including alignment of the A12 route and improvements to the A120. Given the latest position with the emerging Local Plan, the delivery of these improvements is now uncertain. In the interim, development of both the Former Anderson site and the adjacent land will seek to link in to the existing highway network in a way that does not cause undue impact on capacity or safety.	Noted.	No.
Para 3.13	S19	<p>Planned Strategic Road Improvements – A12 Chelmsford to A120 Road Widening (p21) Paragraph 3.13. An update on the A120 is provided below and the paragraph and other references to the A120 in the Neighbourhood Plan should be revised accordingly.</p> <p>The A120 between Braintree and the A12 at Marks Tey, which stretches through the plan area, is the last stretch of single carriageway road between the M11 and Colchester. Over</p>	Noted. Agreed. Although we note the new dualled A120 is not to east of the parish boundary but to the west and by ECC's own analysis made available in its 2017 consultation document 'A120 Braintree to A12 Consultation on	Yes. See RC 3.7

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>the years, and particularly since the stretch of the A120 from Stansted to Braintree was upgraded, the single carriageway of the A120 between Braintree and the A12 has become increasingly congested and unreliable. This has led to poor levels of service and safety for road users, impacting on economic growth and development in the region, as well as affecting the well-being of local residents via impacts on the local environment and access to essential services. With traffic volumes expected to increase, congestion on the A120 will get worse, further exacerbating the impacts on travel, local residents and economic growth. A new dualled A120 to the east of the parish boundary will reduce journey times and remove traffic from the local towns and villages, including Marks Tey. The existing A120 severs the connectivity of the parish, which the plan presently states is negatively impacted through A120 noise and air pollution.</p> <p>ECC has identified its “favoured” (rather than “preferred”) Route D which would join the A12 south of Kelvedon. ECC considers this would help address A120 movements but would also be instrumental in addressing through traffic issues in the area. The recent RIS2 announcement in March 2020 included commitment to progressing further development work on the A120 dualling including detailed design, land assembly and statutory processes that are required to prepare the scheme for delivery. The A120 dualling scheme will be considered for inclusion in the RIS3 programme, and is considered to be amongst the most advanced unfunded strategic road schemes in the country (in terms of design stage) so once funding is secured it is ‘shovel-ready’. ECC, and partners, will continue to lobby for a committed A120 scheme as early as possible.</p>	<p><i>Route Options 17 January – 14 March 2017</i>, only removes 18% of existing traffic within Marks Tey.</p>	
Para 3.14	S19	<p>Similar revisions will be required at the relevant part of Paragraph 3.14.</p> <p>MLP Policy S8 (Safeguarding mineral resources and mineral reserves) warrants further reference as follows.</p> <p>As well as the active extraction of brick clay, there are unworked deposits of sand and gravel within the parish which are safeguarded through Policy S8 of the Minerals Local Plan. Regard should be had to the requirements of this policy when 5ha or more of a proposed non-mineral development falls within a Minerals Safeguarding Area associated with sand and gravel. There also exists a Mineral Safeguarding Area associated with the brick clay resource. Regard should be had to Policy S8 when development equating to one dwelling or more is proposed within a brick earth Mineral Safeguarding Area.</p>	Agreed	See RC 3.6

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Policy S8, as well as Policy S9, further safeguards existing and allocated minerals infrastructure from proximate new development which may compromise the ability to work or manage minerals. The policy ensures that ECC in its role as the Minerals Planning Authority (MPA) is consulted on all applications within 250m of existing or allocated minerals infrastructure, depending on the nature of that infrastructure. This applies to the above two sites in the Marks Tey Neighbourhood Plan area. The MPA would likely object to the permitting of development that would unnecessarily sterilise a mineral resource or compromise the operation of mineral infrastructure unless certain policy tests are met.		
Para 3.14	S19	Policy 2 of the Waste Local Plan designates Waste Consultation Areas up to 250m from existing or allocated waste infrastructure (400m from Water Recycling Centres), The 250m buffer applies to the above site in the Marks Tey Neighbourhood Plan area. Essex County Council in its capacity as the Waste Planning Authority would likely object to the permitting of development that would unnecessarily compromise the operation of waste infrastructure unless certain policy tests are met.’ For information purposes, the map included as an appendix to this response sets out the extent of the Mineral Safeguarding Area in the Neighbourhood Plan area as well as the Mineral and Waste Consultation Areas which extend 250m from existing or allocated mineral and waste infrastructure.	Noted.	See RC 3.6
Para 3.15	S15	Water Recycling Center Wastewater from development in this area is treated at Copford Water Recycling Center (WRC). This WRC is at it’s capacity. The section ‘Environmental constraints’ on page 23 should also include ‘Lack of capacity at Water Recycling Centre, under current permit, to treat additional wastewater flows from development without adversely impacting water quality in the Roman River’ Contaminated Land Parts of the designated Neighbourhood plan area for Marks Tey lie over Source Protection Zones. For land that may have been affected by contamination as a result of its previous use and that of the surrounding land or development that potentially may cause contamination, sufficient information should be provided with the planning application to satisfy the requirements of the NPPF for dealing with land contamination. This should take the form of a Preliminary Risk Assessment (including a desk study, conceptual model and initial assessment of risk), and provide assurance that the risk to the water environment is fully understood and can be addressed through appropriate measures.	Agreed. Noted.	Yes. RC 3.8 Yes. RC 3.8 See also RC 6.24 and RC 6.25

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Please note that the view expressed in this letter are a response to the proposed Neighbourhood Development Plan only and does not represent our final view in relation to any future planning or permit applications that may come forward. We reserve the right to change our position in relation to any such application. Please contact me on the details below should you have any questions or would wish to contact any of our specialist advisors. Please continue to keep us advised on the progress of the plan.		
Para 3.16 Table 3.2	S8	Table 3.2 - No health facilities e.g. doctor, dentist We would refer you to healthcare comment under 3.11	Noted.	No.
Para 3.16 Table 3.2	S19	Table 3.2 Opportunities and bullet point "A12 and A120 road improvements". The timeframe for the A12 widening programme will need to be updated.	Noted. Agreed	Yes. RC 3.9
Map 3.1	S9	Map 3.1 shows constraints drawn from the adopted Local Plan, and includes the employment land. This implies the employment allocation is a 'constraint' – on the contrary, it is considered that this is an opportunity, and one that is being advanced through the submission of an application to enhance the business offering of the established site, in addition to the other benefits cited above.	Agreed.	Rename the Map titles to "Planning constraints <u>and designations</u> etc"
Map 3.2	S9	Map 3.2 shows constraints derived from the Emerging Local Plan, with the biggest difference being the addition of a large area for the potential North Essex Garden Community.	Noted.	No.
Map 3.2	S1	Revise map to remove Garden Communities hatching or add footnote to indicate that it not being progressed at the current time. This will need confirmation once the decision taken by Colchester BC to either withdraw the current emerging Local Plan or agree major modifications that excludes the Garden Community in this area. Likely in July 2020.	Agreed.	Yes. RC Map 3
Para 4.1	S1	Add a sub-heading before Para 4.1 to clarify that paras 4.1-4.2 apply to the Marks Tey Master Planning Support Work (this has been done for the Character Assessment work at Para 4.3)	Agreed.	Yes. RC 4.1
Para 4	S9	It is evident that much thought has gone into the Master planning process, and the understanding of the opportunities and threats that should be considered by any	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		adopted Neighbourhood Plan. We support the holistic approach taken to produce the plan, which has been informed from the SWOT analysis stages. We broadly support the outputs of this process, and Map 4.1 which shows existing and employment land, but not the current proposals as per the adopted Local Plan. As indicated above, and given the likely delay with the emerging Local Plan, the allocations of the adopted Local Plan should be maintained within the DNP. We note that the master planning process has also identified 'Character Areas', with our client's land falling Character area 2b – 'Potts Green'. The characteristics that support this character area will be considered in the future application, and to an extent are addressed in the current application for the former Andersons site.		
Para 4.3	S1	Para 4.3 Will the full document (<i>Marks Tey Character Assessment</i>) effectively be an appendix to the NP? Suggest identifying its status whatever it is, and where it can be accessed for further detail.	The Character Assessment will not be appended but is available as a separate evidence document supporting the plan. It will be submitted to Colchester as such at the examination stage and will therefore be available to view on Colchester Borough Council website as a key evidence base document. In the meantime, it has always been available to view on the NP website and has been included in the Reg 14 consultation period as a document to comment on.	Yes. See RC 4.2
Para 5.3	S1	Review Para 5.3 to reflect the current position with the emerging Local Plan.	Agreed.	Yes. RC 5.1
Para 5.3	S11	In relation to paragraph 5.3, it is noted and fully understood why the NP does not allocate sites for development, because "until a more definite and precise strategy is in place via Colchester Borough's draft allocation for the Colchester/Braintree Border Garden Community (this is still at examination stage) and until more certainty is in place with regard to future changes along the A12 and A12 are known; measures which will have significant impacts for the Marks Tey community". However, it is clear from various sections of the document that describe the characteristics, issues and constraints relating to "The Village" and the London Road Parade that the logical and preferred direction of	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		future growth to support the village hub is the area to the south of London Road. Indeed the Masterplanning Support document states that: “a local planning strategy should be prepared with the aim of maximising accessibility to the centre and improving its attractiveness to all. Ideally new housing should be located within 600m of the centre at London Road to improve viability.” (page 32).		
Para 5.3	S19	Paragraph 5.3. ECC notes reference to the Colchester Borough Local Plan and proposals for a Garden Community together with changes for the A12 and A120. All status of all three issues has since changed and will need to be reflected in the next iteration of the Neighbourhood Plan.	Noted.	Yes. RC 5.1
Chapter 5	S11	13. The Core Objectives of not making any worse the existing congestion and creating a more connected and cohesive community, are supported.	Noted.	No.
Chapter 5	S16	<p>Neighbourhood Plan Vision and Objectives</p> <p>It is noted that the current draft NP has been prepared in the context of the emerging Local Plan proposal for a new Garden Community (“GC”) at West Tey, on the Colchester Borough Council (“CBC”) and Braintree District Council (“BDC”) borders, that could provide approximately 21,000 new homes¹ within the parish.</p> <p>However, the Inspector into the emerging Local Plan for the North Essex Authorities (“NEAs”) has recently found that, for viability reasons, he has fundamental concerns over the deliverability of two of the Garden Communities, including West Tey GC. The Inspector concluded in his post-hearing letter to the NEAs on 15th May 2020² that the emerging Local Plan’s current spatial strategy is unsound but could be capable of being made sound with modifications including the removal of the West Tey GC.</p> <p>Given the Inspector’s findings, it is reasonable to expect that the West Tey GC will be removed, meaning that the draft NP will no longer align with the emerging Local Plan for Colchester Borough Council. On the basis that there will no longer be a focus on significant housing growth at the West Tey GC, this creates the opportunity for the local community to help shape the potential options and locations for future development growth in the parish.</p> <p>The NP Steering Group is encouraged to take a proactive approach and explore areas suitable for development. The Government also encourage neighbourhood planning bodies to plan to meet their housing requirement, and where possible exceed it, including identifying any sites that they seek to allocate to accommodate the requirement³.</p>	<p>Noted.</p> <p>Not agreed. The Marks Tey NP was written to take account of the uncertain context with regards the Local Plan and delivery of required improvements to the strategic transport network.</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>For this reason, and in light of the Local Plan Inspector's recent findings, we would invite the NP Steering Group to engage with the local community, landowners and other stakeholders to explore the potential options for housing growth and commercial development in the parish over the Plan period. The local community can then help shape the location of development to help meet the local and wider needs for Marks Tey and Colchester borough and, consequently, reduce the potential for speculative development on sites that may not, in their opinion, offer the most appropriate/sustainable solution.</p> <p>We are pleased to share that we support the key themes and core objectives of the Neighbourhood Plan as set out in Table 5.1 of the draft NP. It is clear they have been carefully conceived to identify the key challenges for the parish to address over the Plan period. It is noted that the draft NP are formed on the basis to achieve the six themes and eight core objectives, and the remainder of this response addresses specifically the draft policies and how their objectives would be achieved through development of land around Marks Tey railway station.</p> <p>³ Ministry of Housing, Communities & Local Government (MHCLG) Planning Practice Guidance, Paragraph: 103 Reference ID: 41-103-20190509, Revision date: 09 05 2019 and Paragraph: 104 Reference ID: 41-104-20190509, Revision date: 09 05 2019.</p>	<p>As per paragraph 5.3 of the NP, the NP Steering Group do not consider it prudent to identify development sites for development until more certainty is in place with regard to future changes along the A12 and A120 is known; measures which will have significant implications for the Marks Tey community.</p> <p>Noted.</p>	
Chapter 5	S16	We note the understandable concerns that NP Steering Group had in respect of the proposed relocation of the rail station. We concur with the points raised in the draft NP and would urge that the draft NP is used proactively to reaffirm the importance of the rail station in its current location where it can become the centre of a sustainable transport hub for the area. Network Rail can provide further support to the NP Steering Group in this assertion if required, although we believe that may not be necessary as CBC had accepted that was the only viable proposition in their later submission to the Local Plan Inspector.	Noted.	Yes. RC 6.3
Paragraphs 6.1.3 to 6.1.7	S11	Paragraphs 6.1.3 to 6.1.7 now require updating following the recently published Department of Transport's Road Investment Strategy 2: 2020-2025. Although the sections of the A12 from Chelmsford (HIF bid) are committed to Road Period 2 (RP2) 2020/21 to 2024/25, the A120 Braintree to A12 is now scheduled for the R1S3 pipeline. This is expected to be published in 2024 with consequential RP3 to commence in 2025/25. Therefore, the A120 is not currently funded and in the event that it subsequently becomes available, the road would not commence before 2025/26. Also, the Ministry of Housing,	<p>Noted.</p> <p>With the Planning Inspector's removal of the Colchester Braintree Borders Garden Community, the HIF funding for this area has been removed by the Government and HA have announced</p>	Yes. See RC 6.2

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Communities and Local Government announced on 12th March that the bid for HIF funding of £271.8m for the Colchester Braintree Borders Garden Community had been successful. This will allow the potential section of the A12 from Kelvedon to Marks Tey/Copford to be located further south than the earlier proposed options, thus potentially facilitating a larger Garden Community to the north of the new alignment.	their Preferred Route Option for the A12 improvements.	
Paragraph 6.1.3	S19	A12 (p36) Highways England is expected to announce a preferred route for the realigned A12 now that the Planning Inspector has recached his decision on the garden community proposal.	Noted. Since receiving this response, HE have announced their preferred route.	Yes. See RC 6.2
Paragraph 6.1.5	S1	Para 6.1.5 Note: RIS 2 published March 2020 indicates the A120 - A12 link is in the pipeline for RIS 3. It clarifies that <i>'The A120 Braintree to A12 proposal is currently affected by outstanding funding contributions related to the development of the Colchester/ Braintree Border Garden Community and contributions from local authorities. Subject to decisions in these areas, the scheme may become committed for delivery'</i> . Review Para 6.1.7 to reflect the current position with the emerging Local Plan. Para 6.1.16: Add <i>'and avoided or'</i> after <i>'anticipated'</i> . Negative impacts should first of all be avoided if possible.	Noted.	Yes. See RC 6.2 Yes. See RC 6.4
Paragraph 6.1.15	S11	15. Paragraph 6.2.15: the acknowledgement that "whilst it would not be reasonable to veto all development proposals ahead of these strategic transport infrastructure schemes it is appropriate to resist the more significant proposals on this basis" each case should be treated on its merits. Evidence presented to the Examination Inspector demonstrated that there was scope and sufficient capacity in the existing road system to develop between 1,000 – 2,500 homes in advance of the delivery of the major A12 and A120 improvements. Also, as in the case of the Crest Nicholson proposals, a planning balance judgement should be used to weigh the overall public benefits with any disbenefits. The Crest Nicholson scheme could improve connectivity between the north and south parts of the village as well provide additional retail, community and employment facilities, thus reducing the need to travel by private vehicle. As referred to in point 10 above, the area to the south of London Road, as being promoted for development, is the logical and preferred direction of growth to improve accessibility, attractiveness and viability of the Village centre.	This comment is applicable to paragraph 6.1.15 of the pre-submission NP. The NP steering group dispute this and does not have evidence that the Examining Inspector accepted this evidence. The extent of the problem on the A12 and A120 is recognised by Highways England who also support the approach taken in Policy MT01 and specifically state in response to our Regulation 14 consultation: "We recognise the current A120 between Braintree and Marks Tey is running close to capacity and suffers from	No.

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			congestion and flow breakdown can occur at times. Similarly, the A12 is also suffering from capacity issues these are to be addressed by the scheme to widen, the most stressed parts, between J19 and J25, this work is currently scheduled to commence in 2023; subject to completion of statutory process and funding.” Furthermore, as noted in the response from ECC (S19), traffic volume along the A120 is expected to increase even without any additional development coming forward in Marks Tey parish.	
6.1.6, 6.1.7, 6.1.8	S19	A120 (p36) Refer to comments above.	Noted and agreed.	
All planning policies	S17	Roundabout and junction improvement is of utmost importance. Pedestrian access and walkways need drastic improvement especially to the train station area. Local centre improvements are imperative along with the A120/A12 interchange where we experience many accidents and heavy traffic during peak times.	Noted and agreed.	No.
MT01	S3	Policy MT01 – A12, A120 and Station Infrastructure Improvements The policy talks about A12 infrastructure improvements but does not talk about keeping the cycle lane between Feering and Marks Tey and it does not consider the development impact on roads after the A12 widening or A120 improvements. It is rather weak & negative. Should positive proposals be incorporated? For Example: <ul style="list-style-type: none"> • Table 6.1 - A12 green bridge, wider/better North Lane bridge over the railway, station square. London Road improvements and connections; • 6.1.2 - integration of station, car parking & London Road shops; • Table 6.2 - disabled access at station. • Page 38 – We have to assume the station will not be re-located. NP survey showed that most station users were not from Marks Tey. 	Policy MT01 is deliberately worded as such to reflect the severity of the existing traffic constraints (and the impact this has on residential amenity) on the A12 and A120. Other stakeholders including the Highways Agency and Colchester Borough are in support of the approach taken in this policy. The NP steering group agree that the NP should signpost measures which it would support. This is the role of	Yes. See RC 6.6.

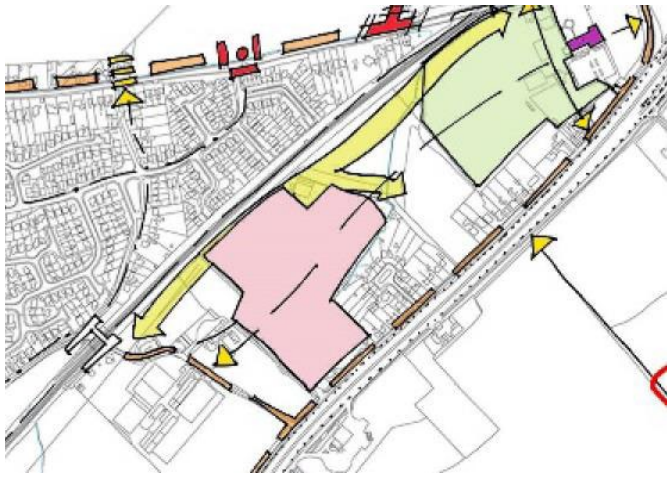
Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
			Policies MT02 and MT04 which link back to the measures in Tables 6.1 and 6.2. An item is to be added to Table 6.1 to highlight the importance of maintaining and improving cycling routes from Marks Tey village to neighbouring parishes.	
MT01	S5	This policy states that development proposals generating significant transport movements ahead of the improvements to the A12 and A12o relief road being delivered will not be supported. This approach does not accord with the Framework which suggests development should only be limited in such circumstances where the impact would be unacceptable or the residual cumulative impact on the road network would be severe. This policy approach should therefore be amended.	The NP steering group dispute this. The approach taken in the NP does accord with the framework. The extent of the problem on the A12 and A120 is recognised by Highways England who also support the approach taken in Policy MT01 and specifically state in response to our Regulation 14 consultation: "We recognise the current A120 between Braintree and Marks Tey is running close to capacity and suffers from congestion and flow breakdown can occur at times. Similarly, the A12 is also suffering from capacity issues these are to be addressed by the scheme to widen, the most stressed parts, between J19 and J25, this work is currently scheduled to commence in 2023; subject to completion of statutory process and funding." Furthermore, as noted in the response from ECC (S19), traffic volume along the A120 is expected to increase even without any additional development coming forward in Marks Tey parish.	No.

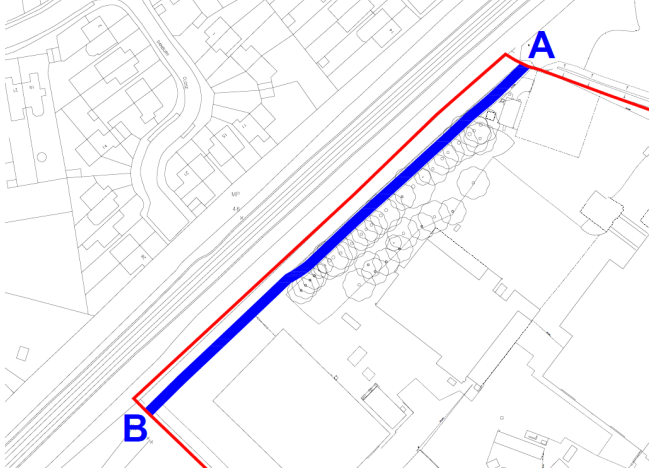
Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
MT01	S6	<p>We support your Policy MT01 as this will help to protect the purpose and function of the Strategic Road Network</p> <p>Turning to other proposals whilst the idea of a green bridge to connect the two halves of the village severed by the A12 seems a reasonable solution. It is an expensive solution, how is this to be funded ? Also we are receiving a number of such requests it may be that only a limited number of these facilities can be provided and we will work with the parish councils and other stakeholders to come up with the best option.</p> <p>We note that the traffic level on the A120 do result in it being difficult for pedestrians to cross, especially for those that need a significant gap in the traffic to do so . To address this, you propose a number of signalized pedestrian crossings proposed for the A120, in your These will need to be carefully considered as they have the potential to make congestion worse. We will work with the parish council to find a mutually beneficial solution.</p> <p>We note that an ambition of both the local plan and this plan is to redevelop and improve the employment area know as Andersons on the Old London Road this site has a substandard direct access to the A12, we would not want the use of that increased. It is likely that we would recommend that no permission is implemented on this site that has the potential to increase use of the current sub-standard access. Unless and until this section of the A12 has been improved or the existing substandard access is closed. This would be acceptable provided the resultant impact upon the A120 Old London Road was found to be acceptable.</p> <p>The Community section 1 of your plan, mentions improvements to the A120, what are these proposals? how are these to be funded? and how is it intended that they will be delivered?</p> <p>You may be aware the Department of Transport Recently Announced Roads Investment Strategy 2. Within this it confirms that the Braintree to Marks Tey upgrade to the A120 is a pipeline scheme, for consideration for delivery in RIS period 3.</p>	<p>Noted.</p> <p>This is noted. The NP group consider that in the event of development being acceptable against other policies in the NP (including necessary improvements coming forward on the A12 and A120), a green bridge would be a requirement of development proposals in this part of the parish. Indeed, a representation made by a land promoter as part of this consultation has stated such a green bridge could be delivered as part of their proposal.</p> <p>Regarding the Anderson's employment site, we note the concerns by Highways England.</p>	Yes. RC 6.29
MT01	S9	Section 6 of the DNP sets out the recommended policies steering the future growth of the Neighbourhood Area. We support the core objectives and the policy led approach, in particular Policy MT01 which will in part be met through the proposals at the Former	Noted.	No

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Anderson Site. The emphasis on improvement to the existing infrastructure is generally supported.		
MT01	S16	<p>We support the fundamental objectives of the policy and agree that the precise acceptability of development proposals in transport terms will need to be demonstrated in a Transport Assessment. However, it is common ground that in principle development sites located close to public transport and services are inherently sustainable and even more so when they are at a transport hub or interchange which is the case for the area around Marks Tey station. Indeed the NPPF says that in allocating areas for development in plans, it should be ensured that “appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location” 4 and it also sets out that development should “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”5. There are obvious design constraints however our initial studies show that subject to the final scale and type of development that these are not insurmountable.</p> <p>Development in and around the rail station provides the opportunity for improving pedestrian and public transport links to the railway station, thereby providing a sustainable option that reduces the need to travel by car.</p> <p>For those who have no choice other than to travel by car, the redevelopment of the station area could provide an opportunity to enhance the accessibility of the station, encouraging the remainder of their journey by a more sustainable mode of transport.</p>	Noted.	No
MT01	S13 a	<p>It is appreciated that the Council does not wish to see development come forward that exacerbates congestion along the A120 and A12 corridors. The delivery of strategic upgrades is supported by the Delivery Partners and it is acknowledged that they are significant to the success of the wider garden community. However, it should be acknowledged that some strategic development can be delivered in advance of these upgrades, without causing significant adverse impacts to these routes.</p> <p>In fact, evidence has been provided by the Delivery Partners to the recent Examination in Public of the NEA Section 1 Local Plan that initial phases of the garden community can</p>	<p>This is not agreed by the NP steering group.</p> <p>Both Highways England and Essex County Council recognise the existing capacity issues on the A120 and A12 corridors. The advanced plans for improved infrastructure along these routes is in itself evidence of the extent of the problem. Both</p>	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>alleviate the existing A120 around Marks Tey and create a safer environment for existing residents. These local road interventions as well as pedestrian, cycle and public transport initiatives can deliver real benefits to the existing community in advance of the strategic road upgrades.</p> <p>Accordingly, Policy MT01 should be amended to support development proposals that are demonstrated as not causing unacceptable adverse impacts on the A12 and A120, and encourage those proposals that can create benefits to existing conditions.</p>	<p>organisations support this policy and Highways England indicate the importance of the policy in protecting the strategic road network.</p> <p>The Marks Tey NP is specifically concerned about the adverse environmental, social and economic impacts that increased traffic movements along the A120 and A12 will have. Traffic volumes are already predicted to increase without Marks Tey specific development adding to the strain.</p> <p>With regards to the mentioned proposals for initial phases of the garden community to come forward, this is not an acceptable solution for two reasons. Firstly, it will result in significant residential development but without the benefit of the garden community principles (which can only be delivered if the entirety of the scheme can come forward – (which the Inspector has now found to be unviable)) and in locations which may not be sustainable, when compared to other alternatives. Secondly, the additional road infrastructure that is proposed to accommodate the proposed ‘initial phases’ of the garden community are likely themselves to lead to significant adverse</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
			environmental, social and economic impacts to the Marks Tey community.	
MT01	S19	Policy MT01 (p39) Amend as follows: Any development proposals found to be generating significant transport movements will not be supported in advance of the A12 widening scheme and the a dualled A120 from Braintree to the A12 relief road being delivered.	Agreed.	Yes. See RC 6.5
Table 6.1	S11	16. Table 6.2: Priorities for improving pedestrian and cyclist connectivity: the Green Bridge, or 'Living' Bridge across the A12 as referred to in point 2 above – and suggested by R F West Ltd in representations to the emerging Core Strategy in 2006/7 and subsequent development plans - is supported. Such a scheme could successfully integrate the northern and southern parts of The Village and create a sense of place/public realm as a new focal point and link between the London Road Parade and station. Similarly the Crest Nicholson proposals would contribute towards new pedestrian and cycleway connections to other parts of The Village, including the creation of a new station square and London Road parade Environmental Improvements, and improved accessibility to those with restricted mobility.	Noted.	No.
Map 6.1	S19	Map 6.1 (p44) The map could be clearer and should be orientated to "landscape" to aid readability.	Noted. The layout of the map and key will be improved.	Yes. RC Map 1
MT02	S1	Table 6.1 Replace 'This' at the start of sentence two with 'Enhanced access' to make it more obvious what is being referenced. On page 41, in line one delete the superfluous 'and'.	Agree.	Yes. RC 6.6
MT02	S3	Policy MT02 is too non-specific. It includes "All development proposals will be expected to incorporate safe and attractive walking and cycling routes on site. . .". This is already in NPPF and so not needed. Table 6.1 could include ensuring the cycle lane between Feering and Marks Tey is kept to facilitate moving from different settlements and Parishes. Paragraph 2 of New shops and services – "Whether the quality of the street scene environment in the immediate vicinity provides a pleasant environment for customers and workers travelling to the site and whether the proposed development sufficiently utilise opportunities to improve this environment;" – This is too imprecise / aspirational. Planners and developers will wriggle.	Noted. Agreed. Noted.	No Yes. RC 6.6. No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
MT02	S9	<p>Policy MT02 seeks to safeguard land to allow the future delivery of a footpath/cycle link to Dobbies Lane, which continues to an established railway crossing and the main built up area of Marks Tey. This is a key consideration in the current application at the former Anderson Site, and a legal agreement to secure this link is currently being considered with Colchester Borough Council and Essex Highways. The following extracts compare the aspirations of the DNP and what is currently being discussed;</p>  <p>Figure 1: Extract from Map 6.1 of the DNP showing intended route of link from Community Playing Fields to Dobbies Lane</p>	Noted.	No

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		 <p data-bbox="427 767 1406 823">Figure 2: Extract of Plan showing proposal for land to be safeguarded for the provision of the link</p>		
MT02	S11	Policy MT02 – Create Walking and Cycle Friendly Neighbourhoods: this policy is fully supported and all these requirements would be incorporated into the Crest Nicholson scheme.	Noted.	No
MT02	S16	<p>The draft policy sets out the following five key considerations to ensure that residential development proposals incorporate safe and attractive walking and cycling routes, and where possible increase the attractiveness of walking and cycling in the parish as a whole:</p> <ol style="list-style-type: none"> 1. “Walking distance of the proposed development to existing shops and services, taking into account delays caused by barriers such as the trainlines, the A12 and pedestrian bridges; 2. The extent to which the safety and quality of the walking and cycling environment provides real choice in terms of travel mode to shops and services in the plan area; 3. Specific ways in which the proposed development will assist in improving the walking and cycle connectivity of the parish; 4. The extent to which the proposed development utilises opportunities to improve connectivity; and 	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		5. For larger schemes, the extent to which the proposed development improves overall connectivity and accessibility in the plan area, taking into account the list of priorities in Tables 6.1 and 6.2 that accompanies this policy.”		
MT02	S16	<p>We support the general objectives of the policy and in relation to the five considerations for residential development proposals, the following points are relevant:</p> <ul style="list-style-type: none"> • The site is located within approximately 400 metres walking distance of the nearest shops/services on London Road (Marks Tey retail parade), reached via the existing footbridge crossing the A12, and so meets that criteria. The site also provides an opportunity for further retail offerings that would further enhance the accessibility to shops and services for a portion of the local community in not having to crossover the A12 and the busy road network around the existing shops and services. • There are opportunities to provide new and/or improved pedestrian or cycle connections to the railway station as part of any development. • The site and other local development sites could help the community achieve local priorities set out under Tables 6.1 and 6.2 of the draft NP, potentially secured through planning contributions. <p>Further technical transport studies that will be produced that we expect to also help demonstrate that the objectives of policy MT02 can be achieved through the development of the site.</p> <p>We also support the principles behind the Emerging Framework Plan for Marks Tey as shown at Map 6.1 of the draft NP. This does however feel out-of-date and inaccurate if the West Tey GC is removed. We would encourage more focused attention to the potential sustainable transport hub at Marks Tey Station. Development of this area can support the objective of achieving green corridors but their extent needs to be revisited. Development in this area would also help to reduce the pressure of development in proximity to the historic village and therefore help to preserve the setting and views around the Grade 1 listed St. Andrews Church. For these reasons, it is considered that the development of this site could better align with the Emerging Framework Plan objectives.</p>	<p>Noted.</p> <p>The Emerging Framework Plan for Marks Tey provides a draft spatial structure for Marks Tey and is still applicable with the West Tey GC having been removed. The framework provides a visual representation of all the projects identified in the Marks Tey Masterplanning document. These projects align with the vision and objectives in the Marks Tey NP. Focusing development around Marks Tey Station is one of the development scenarios presented in the Masterplanning document. In years to come there may be more certainty with regards to strategic policy context and strategic transport infrastructure. At such a time, the Marks Tey NP community will be in a position to update its NP if needed and appropriate.</p>	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
MT02	S19	Policy MT02 (p46) Not every development proposal will be able to incorporate “safe and attractive walking and cycling routes on site”. The ability to do so will depend on the size of development. It is recommended the intent of the policy is clarified to aid deliverability.	Noted. Agreed.	Yes. See RC 6.7
MT02 & MT03	S13 a	Policies MT02-03 We support policies that seek to encourage a better environment, centred on priority to walking, cycling and public transport. With these measures at the forefront of place-making in the village, a safer and more enjoyable environment can be created for Coggeshall Road. The initial phasing proposed by the Delivery Partners seeks to do exactly this. By removing traffic from Coggeshall Road, an active centre of new amenities can be created along Coggeshall Road, directly opposite the majority of housing within the existing village. We aim to work with MTPC to determine how this can best be created to the benefit of the community.	Noted.	No.
MT03	S1	Review Paras 6.3.2 and 6.3.3 to ensure up to date with any further announcements Paras 6.3.4 Add ‘could’ to phrase ‘Such measures include’ as any actual enhancement would be determined in partnership with the relevant highways authority and would need to be subject to safety audit etc.	Agreed. Agreed to change to should.	Yes. See RC 6.8
MT03	S1	Review Para 6.5.1 to reflect the current position with the Garden Community in the emerging Local Plan.	Agreed.	Yes. See RC 6.10
MT03	S3	Policy MT03 – A120 Coggeshall Road: A Quality Street for All Page 49 – The text needs updating. Schemes may be assessed for additional traffic, but it does not mean that they will be rejected / modified as we know (Inworth Road junction).	Noted. The policy is structured so that to be supported proposals must either mitigate their impact on street scene environment or residential amenity or demonstrate that there are not adverse impacts.	Yes. See RC 6.9
MT03	S11	18. Policy MT03 – A120 Coggeshall Road: A Quality Street for All: is fully supported, but this would have to be secured by others, because it is outside the control or scope of the Promoters.	Noted.	No.
MT03	S16	We support the overall thrust and objectives of the draft policy. The A120 (Coggeshall Road) is a key arterial route linking Marks Tey with Coggeshall and so the protection and enhancement of the quality of its street scene is justified.	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
MT03 (pg 48)	S19	Policy MT02 (p48) Context and Rationale. In relation to the A120, please refer to earlier comments and revise text accordingly.	Noted.	Yes. See RC 6.7 and 6.8
MT04	S1	Whilst this policy on Settlement Boundaries is compatible with the adopted plan, the Emerging Local Plan Policy SS11 removes the boundary from around Little Tey in order to protect it from further development. Suggest remove the Parish Settlement Boundaries Plan Map 6.3 and the reference to it in the Policy MT04 in order to keep this policy compatible with the current and emerging Local Plans.	Noted.	Yes. See RC 6.11
MT04	S2	Reference is made to development being permitted in the designated countryside where it is for sensitively design employment uses, recreation uses and strategic development allocated in the Local Plan. 'Appropriate countryside uses' are also considered to be acceptable but this term is not defined. Anglian Water's existing infrastructure is often located in the countryside at a distance from built up areas. We would ask that the infrastructure provided by Anglian Water for our customers is considered to be an exceptional use for the purposes of this policy. It is therefore suggested that the following supporting text be added to the Neighbourhood Plan: 'For the purposes of policy MT04 the term appropriate countryside uses would include development required by a utility company to fulfil their statutory obligations to their customers.'	Agreed.	Yes. RC 6.11
MT04	S3	This policy does not set out where development should be located other than within the village settlement boundaries and the strategic development. In view of the Garden Communities unsound decision, this now needs updating to say where the outside settlement boundaries the Neighbourhood Plan would locate development.	Noted.	Yes. See RC 6.11
MT04	S5	This policy sets out that development proposals will be supported within the village boundaries whilst being restrictive to development outside these boundaries. Gladman object to the use of settlement limits in circumstances such as this where they would preclude otherwise sustainable development from coming forward. The Framework is clear that development which is sustainable should go ahead without delay. The use of settlement limits to arbitrarily restrict suitable development from coming forward on the edge of settlements does not accord with the positive approach to growth required by the Framework. As such, Gladman suggest that this policy should be worded more flexibly due to the current uncertainty around the emerging Local Plan and to bring the	Noted.	Yes. See RC 6.11

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>policy in to accordance with Paragraphs 11 and 16(b) of the NPPF (2019) and the requirement for policies to be sufficiently flexible to adapt to rapid change and prepared positively.</p> <p>Accordingly, Gladman consider that the above policy should be modified to allow for this flexibility and it is considered that the MTNP would be better served by a criteria-based approach consistent with the requirements of national policy and the following wording is put forward for consideration:</p> <p>“The neighbourhood plan will take a positive approach to new development that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Development proposals that accord with the policies of the Development Plan and the Neighbourhood Plan will be supported particularly where they provide:</p> <ul style="list-style-type: none"> - New homes including market and affordable housing; or - Opportunities for new business facilities through new or expanded premises; or - Infrastructure to ensure the continued vitality and viability of the neighbourhood area. <p>Development proposals that are considered sustainable and well related to the existing settlement will be supported provided that the adverse impacts do not significantly and demonstrably outweigh the benefits of development.”</p> <p>Gladman have seen changes made to other neighbourhood plans prepared in a similar context to that of the MTNP. One such example is the examination of the Godmanchester Neighbourhood Plan. Paragraph 4.12 of the Examiner’s Report states:</p> <p>“...Policy GMC1 should be modified to state that “Development ...shall be focused within or adjoining the settlement boundary as identified in the plan.” It should be made clear that any new development should be either infill or of a minor or moderate scale, so that the local distinctiveness of the settlement is not compromised. PM2 should be made to achieve this flexibility and ensure regard is had to the NPPF and the promotion of sustainable development. PM2 is also needed to ensure that the GNP will be in general conformity with the aims for new housing development in the Core Strategy and align with similar aims in the emerging Local Plan.”</p> <p>A further example is the Deddington Neighbourhood Plan. In this example, the Examiner recommended changes to the approach to support development proposals within and adjacent to the settlement limits as the policy was not sufficiently evidence based and would have the clear possibility of restricting the supply of new housing in the plan</p>		

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		period, contrary to Paragraph 47 of the NPPF(2012).1 Gladman suggest that similar changes could be made to the MTNP, this will be important to ensure that the plan meets basic condition (a).		
MT04	S9	Policy MT04 sets the proposed settlement boundaries to be included in the Neighbourhood Plan. It is suggested that the settlement boundary includes the allocated site of the former Anderson site of Old London Road for the reasons set out above.	Noted. But not considered necessary. See proposed changes to Policy MT15.	No.
MT04	S11	19. Policy MT04 – Village Settlement Boundaries: is generally supported, but as noted in point 10 above no allocations are proposed until a more definitive and precise strategy is in place via the emerging Local Plan. However, the policy does acknowledge that development proposals coming forward as part of strategic development allocated in the Local Plan will be supported subject to the stated conditions. Furthermore, it is inevitable that future strategic allocations will require the existing settlement boundaries to be revised.	Noted.	No.
MT04	S12	Policy MT04 – Village Settlement Boundaries It is considered that this policy essentially replicates emerging local plan policy and it is therefore questioned whether it is strictly necessary given that no allocations or amendments to the settlement boundary are currently proposed. It is important to consider that the settlement boundaries may need to be flexible and capable of being reviewed to allow appropriate sites to come forward in the future, should the proposed allocation in the emerging Local Plan not come forward as anticipated.	The adopted Local Plan is out of date so there is a need to bring this forward. The emerging Local Plan is not yet adopted. Furthermore, the NP group consider it appropriate for the NP to define the settlement boundaries.	
MT04	S16	It is noted that this policy seeks to ensure that Marks Tey maintains and strengthens as a sense of place. We support in the preamble text the objective for new development at Marks Tey to achieve high quality, sustainable design which embraces the local character of the area (paragraph 6.5.1). Regarding the points listed at paragraph 6.5.3, development around the rail station would help to reduce the pressure of development on other, less sustainably located land that could not only reduce the gap between Marks Tey and Little Tey but also diminish the semi-rural character of Marks Tey in a more harmful way. These are important short- and longer-term consideration that any development proposals reasonably and viably should consider. Carefully conceived landscape proposals can help integrate new and existing	Noted.	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>buildings more sympathetically whilst supporting the objectives of the proposed green corridor. It is important that, in line with Chapter 11 of the NPPF and the long term objective of sustainable development that all sites are developed efficiently but sensitively which may introduce typologies or densities currently not experienced in Marks Tey but which better serve the local community and the longer sustainability of the area. The Marks Tey Brickpit Site of Special Scientific Interest (“SSSI”) that extends over the western portion of the site provides opportunities for development that would not diminish the special interest but provide valuable community infrastructure.</p> <p>We support the general purpose of draft policy MT04 and it is in conformity with the National Planning Policy Framework (“NPPF”), however we consider that the NP should also explore areas for new development on suitable and sustainable sites outside existing settlement boundaries to help fend off speculative development at times when Colchester Borough Council is unable to demonstrate it has a sufficient supply of deliverable housing sites against its five-year housing requirement (otherwise referred to as the Council’s Five-Year Housing Land Supply). This could be achieved by engaging with landowners and other stakeholders through the Housing Focus Group formed by the NP Steering Committee.</p>	<p>With regards to the Marks Tey Brickpit SSSI we note this falls within a safeguarded site for mineral resources and mineral reserves as per Policy S8 of the Minerals Local Plan.</p>	
Para 6.7.24 onwards	S11	<p>The Village, pages 60-63 including Policy MT05 – Local Character and Design: this whole section is fully supported. The explanatory text between 6.7.24 and 6.7.30 represents a sound summary of the character of “The Village” and its wide range of facilities. It stresses the importance of the landmark of Marks Tey Hall and its associated buildings with moat and medieval fishpond, and formerly the hub of the community and former home to Marks Tey Lord of the Manor. As stated in the Context Section of this response, the Promoters’ comprehensive proposals for land south of London Road would act as a catalyst to redress the current separation of Marks Tey Hall from the community and would provide the opportunity to create a new hub and focus to this part of the Village.</p> <p>Consequently Policy MT05 is supported and the Promoters proposals would meet fully the requirements set out under the heading “For Proposals in The Village”.</p>	Noted.	No.
MT05	S17	All development proposals should incorporate designs that enable all potential residents housing from first time buyer to elderly. Strongly agree with this comment.	Noted.	No.
MT05	S1	Local character and design Paras 6.7.1-6.7.30: suggest adding an online link to the Mark’s Tey Character document at the start of the chapter for ease of reference.	Agreed.	Yes. RC 6.12

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Suggest trying to summarize the text further, or appending summary, to aid with document size.</p> <p>Policy MT05 line one, suggest add '<i>and settings</i>' to the phrase '<i>the quality of the built environment</i>'.</p> <p>Policy MT05 line 13, suggest change '<i>considerations</i>' to '<i>recommendations</i>' to add precision to the policy.</p>	<p>Including this level of information in the plan helped with engagement with stakeholders with regards this aspect of the NP.</p> <p>Agreed.</p>	Yes. RC 6.15
MT05	S2	<p>The design principles as referred to in Policy MT05 appear to be focused on proposals for residential and housing development within the plan area. We would therefore suggest that this should be made clear in the wording of the policy.</p> <p>Should you have any queries relating to this response please let me know.</p>	Noted. This will be clarified in the policy intent.	Yes. RC 6.14
MT05	S3	This is a good policy as it breaks down what you want to see in each character area.	Noted.	No.
MT05	S12	<p>Policy MT05 – Local Character and Design - The Village</p> <p>The supporting text to Policy MT05 and the policy itself is supported.</p> <p>The supporting text emphasises the importance of the landmark of Marks Tey Hall and its associated buildings with moat and medieval fishpond, being the former hub of the community. As stated earlier it is considered that development of the Livelands site, in combination with the wider development to the south of London Road or as a standalone development, would assist in the helping to address the current separation of Marks Tey Hall from the community and further assist with enhancing its setting.</p>	Noted.	No.
MT05	S16	<p>It is noted that this policy has been prepared in the context of the Marks Tey Character Assessment 2020, which identifies the special qualities of the parish that define its local character.</p> <p>The Character Assessment identifies that the area north of the railway station is located within Character Area 3a: Roman River and Table 6.7 of the draft NP outlines the main characteristics for Area 3a.</p> <p>We support the emerging objectives of policy MT05 however the policy text currently does not include the key considerations for schemes in the Roman River character area, so these should be added and consulted on. We would be happy to provide our more detailed considered thoughts on this if that would be helpful but it is sufficient to say that the dominant character that is immediately around the Roman River so leading to the description whilst influencing the area is not the same throughout that area and a more qualitative in-depth assessment would present opportunities to integrate development</p>	Agreed. The policy will include criteria s for the Roman River character area	Yes. RC 6.15

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		without negatively impacting on the sensory experiences that are valuable to the local community.		
MT05	S19	Policy MT05 (p62) Reference to the Essex Design Guide is recommended. The Guide was updated in 2018 to provide a key planning and design resource to help inform planning in Essex. The Guide retains its original core design principles, but also incorporates reference to revised planning guidance and frameworks, and introduces new themes around Ageing Population, Digital and Smart Technology, Health and Wellbeing, Active Design and Garden Communities.	Noted. It is agreed to make reference to this in the supporting text.	Yes. RC 6.14
MT05	S19	<p>It is recommended that the Plan include further information regarding green infrastructure (GI) where there is an opportunity to have a policy encompassing green infrastructure as a whole. A holistic and connected approach could be provided in the next iteration of the Plan. GI is a network of multi-functional high quality green spaces and other environmental features, (such as footpaths, play parks, village greens, street trees) which together delivers multiple environmental, social and economic benefits, through:</p> <ul style="list-style-type: none"> contributing to the quality and distinctiveness of the local environment and landscape character; creating a 'green wedge' and buffer; providing opportunities for physical activity, improving health and well-being and generally adding to quality of life; adapting and mitigating against a changing climate through the management and enhancement of existing habitats and the creation of new ones to assist with species migration, to provide shade during higher temperatures, reduce air pollution and for flood mitigation; and encouraging a modal shift from car to walking and cycling by linking publicly accessible green space wherever possible to form walking and cycling routes. <p>The Plan could include a separate GI policy covering the points below:</p> <p>Green infrastructure and development</p>	The pre-submission NP has been informed by the Marks Tey Masterplanning support document and the Marks Tey Character Assessment. The Masterplanning support document provides a holistic overview for future green infrastructure and this is shown on Map 6.1. The Character Assessment identifies the existing valued green infrastructure features. This is shown in Maps 4.3, 4.4, 4.5, 3a and 3b. Both these documents have informed local policies appropriate at the NP level which are applicable to green infrastructure. These policies include Policy MT02 (which is linked to Tables 6.1 and 6.2 which identify new GI initiatives), Policy MT05 (which identifies in each character area important GI features), Policy MT06 (landscape character and locally important views), Policy MT08 (identifies and protects the amenity	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Proposals that will be encouraged are those that seek to enhance the green infrastructure of the parish, demonstrating how they:</p> <ul style="list-style-type: none"> • Protect and enhance designated green spaces and/or create new green/open spaces where appropriate. • Improve the connectivity between wildlife areas and green spaces through green corridors and/or improvements to the Public, Rights of Way, and cycle and footpath networks. • Enhance the visual characteristics and biodiversity of green spaces in close proximity to the development. • Ensure their landscape schemes, layouts, access and public open space provision and other amenity requirements contribute to the connectivity, maintenance and improvement of the GI Network. • Meet the ANGSt standards and what they can do to address any local deficiency in provision of green space. • Take into consideration the principles of Sustainable Drainage (SuDS), which will enhance biodiversity and ecosystems. • Consider the multi-functional use of local green spaces as part of the GI network. <p>The Plan could take into consideration the following policy to ensure connectivity of all GI, such as play parks, recreational grounds, village greens and other public open spaces:</p> <p><i>'New developments should integrate with the current green infrastructure network, seeking to improve the connectivity between wildlife areas and green spaces through measures such as improving and extending the existing footpath and cycle path network, allowing greater access to housing and retail facilities, green spaces, public open spaces and the countryside.'</i></p>	<p>and biodiversity value of specific rural lanes), MT09 (designates specific space for LGS designation) and MT10 <i>Protecting and enhancing the quality and quantity of open space</i> and policy MT11 – <i>Protecting and enhancing our natural environment</i>.</p> <p>The approach recommended in the ECC response is considered to be a generic one, one perhaps more appropriate for a strategic plan such as the Local Plan. To incorporate this approach into the MT NP would unnecessarily duplicate existing more nuanced policies and potentially confuse.</p> <p>NP Policy MT10 'Protecting and Enhancing the quality and quantity of our open space' address this.</p>	
MT05	S19	<p>The document, 'Neighbourhood Planning: Local Green Spaces' by My Community is a useful guide on how Neighbourhood Plans can address green spaces and green infrastructure. A weblink is provided below. https://mycommunity.org.uk/wp-content/uploads/2017/02/NP_Green-Space_0217.pdf . Reference could also be made to green infrastructure and biodiversity. These topics are covered within the Low Carbon Neighbourhood Planning guidebook produced by the</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Centre for Sustainable Energy. The guidebook provides guidance to help communities integrate climate change and environmental sustainability objectives into neighbourhood plans, along with case study examples from different Neighbourhood Plans. A weblink to the document is provided here - https://www.cse.org.uk/news/view/2079		
MT05 to MT08	S13 b	Policies MT05-08 The Delivery Partners recognise the varied local and landscape character of the NP area. As the West Tey garden community evolves, careful consideration for these varied characters can be conserved, enhanced, or evolved alongside the garden community. This will include consideration for both designated and non-designated heritage assets and valued rural lanes.	Noted.	No.
Table 6.6	S9	Table 6.6 refers to the summary of characteristics for Character Area 2b – Potts Green. While our clients' land is within this character area, there is no guidance on the characteristics for the allocated employment land. However, the current application has sought to reflect the existing site use, and responds to the opportunities and characteristics of the local area. The proposals will seek to create an attractive appearance through use of appropriate materials for the locality and building type, and mid-distant views will be considered when selecting cladding and material colours.		
MT06	S1	Landscape character and views: Paras 6.8.6: Add ' <i>and visual amenity</i> ' to ' <i>landscape character</i> ' in para 6.8.6 in order to support the conservation of key views and viewpoints identified in the text. Remove list of views in Policy MT06 itself and make reference to Table 6.9 and the maps.	Agreed. Not agreed. Not regarded as necessary. No reason is given by the consultee as to why.	Yes. RC 6.16
MT06	S3	This is another good policy that covers local view protection.	Noted.	No.
MT06	S5	Gladman submits that new development can often be located in areas without eroding the views considered to be important to the local community and can be appropriately designed to take into consideration the wider landscape features of the surrounding area to provide new views and vistas. In addition, as set out in case law, to be valued, a view would need to have some form of physical attribute. These policies must allow a decision maker to come to a view as to whether particular locations contain physical attributes that would 'take it out of the	Noted. But the views are shown on Maps 3.3 to 4.7 and explained and justified in the supporting text.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>ordinary' rather than selecting views which may not have any landscape significance, based solely on community support.</p> <p>Views can change annually, seasonally, monthly, daily and even hourly. Figure 13 provides little information in respect of views and does not provide detailed, substantive evidence in respect of the precise nature of views to be protected. As a consequence, it is not clear to understand how the strict requirements of these policies might be interpreted by a decision maker, having regard to Paragraph 16 of the NPPF (2019).</p>		
MT06	S11	<p>Policy MT06 – Landscape Character, Views and Setting: It is inevitable that any major future growth and proposed allocations to extend Marks Tey would result in various degrees of impact on landscape character, views and settings. However, it is considered that a scheme that follows Garden City principles, which include more generous provisions of green infrastructure than most developments, would mitigate any such impact or harm. There is at present a weakness in this section of the NP in that a map is required showing the viewpoints listed in Table 6.9. The Promoters' proposals would enhance the setting of Marks Tey Hall, by restoring the original garden layout, by appropriate and sympathetic management by the moat and medieval pond, and restoration of a historic community hub and focal point.</p>	<p>Noted. But the views are shown on Maps 4.3 to 4.7 and explained and justified in the supporting text. Agreed to make the map references clearer and correct the current error in the policy.</p>	RC 6.30
MT06	S16	<p>It is noted that this policy is aimed at maintaining and, where possible, enhancing the landscape character in the parish, whilst making sure that the most sensitive areas of open land are safeguarded from inappropriate development.</p> <p>Development around the railway station would not affect the openness of any land between Marks Tey and Copford, between Marks Tey and Little Tey and between Marks Tey and Easthorpe, which the policy specifically refers as being land that makes "a high contribution towards physical and visual separation" between these settlements. Development in this area would therefore assist towards safeguarding highly sensitive land from development and help to ease the pressure of accommodating growth on land that would reduce the physical gap between these settlements, consistent with draft policy MT06.</p> <p>The preamble text to the draft policy provides the context for the policy objectives and sets out at paragraph 6.8.2 the locations where there would be an opportunity to accommodate development without impacting significantly on the landscape character.</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Given the conclusions of the Character Assessment 2020, it is therefore considered that land around the railway station (including our site) should also be identified as a suitable location for development that would not impact significantly on the local landscape character.</p> <p>Table 6.9 lists a set of locally important views that are taken from the Marks Tey Character Assessment (2020) and the West Colchester Growth Option Environment Audit (2015). The following views include the site north of the railway station:</p> <p>View 7 is Viewpoint 9 in the West Colchester Growth Area Option Environmental Audit 2015, which states:</p> <ul style="list-style-type: none"> • View 7: Aldham • View 8: Roman River Valley <p><i>“Viewpoint 9 shows a view north from Marks Tey station. The slightly elevated ground gives glimpsed views of the arable fields beyond between the trees and hedgerows, though the views to the east are more truncated by the presence of tall and mature vegetation along the railway.”</i></p> <p>View 8: Roman River Valley is Viewpoint 7 the same 2015 report, which states:</p> <p><i>“Viewpoint 7 shows a view southwest across fields towards the railway. The views are across the immediate fields only, truncated by the hedgerows and trees that make up field boundaries and provide screening, obscuring very long distance views.”</i></p> <p>The draft NP better defines the qualitative aspects of the views that are valued and they are described as:</p> <p><i>“View 7: Aldham - This view is enjoyed from the railway station footbridge looking north towards Aldham”</i></p> <p><i>“View 8: Roman Road Valley - This is a view looking east and west from the little bridge over the Roman River on North Lane.”</i></p>		

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Both these aspects could be incorporated into any development of the land around the railway station. Any development would not be along the river valley due to flood constraints so these valuable east to west views can be maintained as evidenced by the existing development in these areas.</p> <p>The view from the footbridge is a high-level view of distant landscape and not of the existing poorer quality foreground. As such, land within the foreground could be developed/redeveloped without significant negative impacts on valued views.</p> <p>Development at the site would therefore not fundamentally conflict with the reasons for identifying these local views for preservation and enhancement under draft policy MT06.</p>		
MT07	S1	Non-designated heritage assets: Paras 6.9.4, Add ' <i>and other heritage assets</i> ' after ' <i>buildings</i> ' as not all heritage assets are, or need be buildings.	Agreed.	Yes. RC 6.17
MT07	S11	<p>Policy MT07 Non-designated Heritage Assets: It is considered that the words "as well as any additional area and included in the most up to date Colchester Borough Local List" should be deleted because it is unreasonable to include any buildings that subsequently may be deemed to be included. The Parish Council should have sufficient local knowledge to identify such non-designated heritage assets now, and should rely on any that may subsequently be identified. This part of the policy is unreasonable and unjustified.</p> <p>Additionally, the policy identifies and lists a number of non-designated heritage assets which it seeks to preserve or enhance. Old Farm Buildings, Marks Tey Hall is included at no.10. However, all the remaining existing historic buildings at Marks Tey Hall are listed. There are no other old farm buildings, only some modern stables and a steel framed haystore with an asbestos clad roof. Therefore, no.10 'Old Farm Buildings, Marks Tey Hall' should be deleted from the list.</p>	<p>Noted. But not agreed. The current wording future proofs the policy.</p> <p>Agreed.</p>	<p>No</p> <p>Yes. RC Map 6 and RC 6.35</p>
MT07	S16	<p>We support the draft policy as it is consistent with paragraph 197 of the NPPF.</p> <p>There are no designated or non-designated heritage assets on or adjacent to the site north of the railway station. The nearest designated heritage assets are the circular brick kilns at the brick and tile works on Church Lane (listed as Grade II and also as a Scheduled Ancient Monument), which are located on land physically separated from this site by the railway line. Further to the west, also on Church Lane, is the Grade I-listed St. Andrew's Church and its former vicarage, which is listed as Grade II.</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Given the physical separation distance between each of these heritage assets and the railway embankment between the site around the railway station, it is considered that none of these heritage assets would be adversely affected through the development of the site and this is expected to be confirmed through a detailed heritage impact assessment.		
MT08	S1	Rural Lanes: In the policy itself, suggest use the term ' <i>Locally valued landscape feature</i> ' as that is used on the Maps 4.3 - 4.7 rather than ' <i>Marks Tey important Feature of Local Value</i> ' and is more succinct. Also suggest adding the term ' <i>landscape</i> ' as well as ' <i>amenity value and biodiversity</i> ' in line 3 of the policy and line 4, as that links it back to the other evidence and policies in the plan. Suggest adding ' <i>exploring the options to</i> ' the sentence referring to Anderson's Employment Site as this is only a potential not a confirmed action.	Noted. But not agreed. Two of the rural lanes are identified for their landscape value (Grangers lane and the ancient green lane in Little Tey). The others are listed are identified for their amenity value as providing walking routes into the countryside.	No.
MT08	S3	This policy covers rural lanes of importance but does not cover Elm Lane which borders Feering.	Noted. Elm Lane – However, only a very small percentage of Elm Lane falls within the parish of Marks Tey and the short section which does is only up to the centre of the road with the other side being in the parish of Feering. Unlike the other lanes also it also a through route for vehicular traffic.	No.
MT08	S16	We have no specific comments in relation to draft policy MT08.	Noted.	No
MT09	S1	Para 6.11.4 Local Green Space: Suggest adding ' <i>landscapes</i> ' to ' <i>local views</i> ' in the last sentence to be consistent with evidence and policy elsewhere in the plan. Para 6.12.2 Recommend reviewing the omission of the parish field considering its support from the community and the current position whereby the opportunity for Garden Community development to bring forward facilitating development for an alternative has gone for the short term. Local Green Spaces: Policy MT09 Recommend adding the parish field and caveating the last sentence of the policy to read ' <i>very special circumstances such as the opportunity to relocate the parish field to the heart of a new village centre as part of a major planned redevelopment within the emerging Local Plan</i> '	Agreed. Accepted. Parish Hall recreation ground has now been added to list of local green spaces	No. Yes. See RC 6.31

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
MT09	S11	23. A Stronger Community, Pages 70 & 71: are generally supported.	Noted	No.
MT09	S16	We support the fundamental objectives of draft policy MT09 and its consistency with the paragraph 100 of the NPPF.	Noted	No.
MT10	S1	<p>Protecting Open Spaces: Para 6.13.1 Suggest use the term '<i>green infrastructure</i>' rather than '<i>green space</i>' or '<i>open space</i>' as it embraces green links and corridors as well. Add '<i>potential</i>' before '<i>opportunities</i>' in line 5 as these are all to be confirmed or established as part of future discussions.</p> <p>Para 6.13.1 The Roman River is more north than east of Mark's Tey.</p> <p>Para 6.13.1 Parish Hall Recreation Grounds: Strengthen wording to say '<i>Landscape strategy</i>' rather than '<i>landscaping scheme</i>'. The former requires consideration of planning, design and delivery matters rather than just a list of plants. Add reference to '<i>amenity and biodiversity</i>' rather than just '<i>wildlife</i>'</p> <p>Policy MT10: Protecting Open Spaces: Review wording to fit with recommendations above.</p>	<p>Agree to first point.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p>	<p>Yes. RC 6.19</p> <p>Yes. RC 6.20</p> <p>Yes. RC 6.21</p> <p>Yes. RC 6.22</p>
MT10	S9	<p>Policy MT10 seeks to maintain and improve the quality of the open spaces within the Neighbourhood Area.</p> <p>Located adjacent to the east of our client's land interests is the playing fields and Parish Hall. The Map at 6.6, which is included within this representation, shows the aspiration to improve connectivity to this space, and this is also set out within this letter.</p>	Noted.	No.
MT10	S16	<p>We broadly support the policy objectives and development at the site north of the railway station can make a positive contribution towards the provision of new quality open space particularly where development might otherwise be unsuitable due to the SSSI designation.</p> <p>There would also be an opportunity to explore with Network Rail the potential to provide a new pedestrian/cycle route under the railway line, which would carry through a proposal set out on the Framework Plan that forms part of the Out Design Masterplanning Support document (December 2017) to improve pedestrian/cycle connectivity. The green corridor identified along the railway line can be supported by the provision of a landscape buffer along the western boundary of the site.</p>	Noted.	No.
MT11	S1	<p>Natural Environment: Para 6.14.2 Suggest edit history of wildlife sites to reduce text. Captilise designation i.e. Local Wildlife Sites (LoWS). Acronym can be used thereafter.</p>	<p>Agree to third point.</p> <p>Agree to fourth point.</p>	<p>Yes. RC 6.23</p> <p>RC 6.24</p>

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Para 6.14.2 (1) and (2) Suggest put whole ref for each wildlife site or omit altogether.</p> <p>Para 6.14.4 The term '<i>locally important wildlife site</i>' could be confused with LoWS. Suggest '<i>parish wildlife site</i>' instead which fits with Policy MT11 wording.</p>		
MT11	S11	24. A Healthier Environment pages 76 & 77: are generally supported.	Noted.	No.
MT11	S16	<p>It is noted that the draft policy sets out that for development proposals to be supported, they must protect or enhance the biodiversity value of the wildlife sites in the parish, which are identified as follows in the policy:</p> <ul style="list-style-type: none"> • Little Tey Churchyard Local Wildlife Site • Granger's Lane • Marks Tey Brick Pit SSSI Local Wildlife Site • Area of deciduous woodland behind the Methodist Church on Old London Road <p>The west portion of the site north of the railway line forms a small part of the overall Marks Tey Brickpit SSSI area, but outside the Parish Wildlife Site as shown on Map 6.8c of the draft NP. Development of the site north of the railway station would not therefore be located on land identified as a Parish Wildlife Site.</p> <p>The SSSI is designated for its geological value principally due to the known presence of important Pleistocene sediments. Development in this part of the site may therefore be restricted to an appropriate type and it could incorporate some enhancements the biodiversity value of the area and help reinforce the green corridor.</p>	<p>Noted.</p> <p>With regards to the Marks Tey Brickpit SSSI we note this falls within a safeguarded site for mineral resources and mineral reserves as per Policy S8 of the Minerals Local Plan.</p>	No.
MT12	S11	25. Policy MT12 – Essex Coastal Recreational Disturbance Avoidance and Mitigation Strategy (RAMS): This section is noted, but no comments.	Noted.	No.
MT12	S14	<p>Natural England welcomes Policy MT12- Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) within the neighbourhood plan. We would also suggest an addition to this policy directly referencing the need for the consideration of avoidance measures within the boundaries of any developments such as on-site greenspace and links to footpaths to ensure compliance with the Habitats Regulations.</p> <p>Habitats Regulations Assessment</p> <p>Natural England is not aware of a Habitats Regulations Assessment (HRA) being provided with this consultation. These assessments are required legally; hence we look forward to being consulted on these in due course. Without wishing to prejudge the findings of a HRA</p>	Colchester Borough Council have undertaken an SEA and HRA screening and have consulted with Natural England on this work.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		screening assessment, we would anticipate appropriate consideration of the Local Plan HRA in any forthcoming assessment of the Mark's Tey Neighbourhood Plan. This is particularly relevant in the context of the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) and identified recreational disturbance impacts, in combination with other plans or projects as a result of new residential development. Any windfall applications which would be in excess of what has been assessed in the Neighbourhood Plan Habitats Regulation Assessment (HRA), would need to be subject to their own, project level HRA.		
MT12	S16	We have no specific comments in relation to draft policy MT12.	Noted.	No.
MT13	S1	Housing: Mark's Tey NP Questionnaire Para 6.17.4 Suggest appending the questions to reduce text and just give the summary results.	Agreed.	Yes. RC 6.28
MT13	S3	This policy is too vague. Needs to be specific - based on our recent experience where it was said that none of the housing mix was policy or enforceable. It is "up to developers" and District Council could not dictate. It may be that Colchester Borough Council have a different approach to Braintree District Council.	Noted.	No.
MT13	S11	26. Housing, pages 82-87: this section is noted and Policy MT13 Housing Mix and Housing Choice is generally supported. However, much will change over time. The evidence base of the SHMA published in December 2015 is now dated and should be reviewed. Therefore, this section of the NP should be constantly monitored and Policy MT13 should be applied with flexibility.	Noted. But the policy is worded so that housing mix is required to reflect the latest evidence on existing needs.	No.
MT13	S12	Policy MT13 – Housing Mix and Housing Choice This policy is generally supported, however, it should be stipulated that as the situation in terms of housing need may change over time, the policy will need to be monitored. It should therefore be flexible and capable of being reviewed and revised as the evidence base changes.	Noted. But the policy is worded so that housing mix is required to reflect the latest evidence on existing needs.	No
MT13	S16	We support the fundamental objective of the draft policy to ensure that new residential development provides a choice of homes that reflect the existing local needs and that, where appropriate, larger scale developments should embrace opportunities to provide self-build or custom build plots.	Noted.	No
MT14	S11	Business and Employment pages 88-92: this section is fully supported and the Parish Council's desire to see the imaginative proposals listed is fully supported. The Promoters'	Noted. The HIF bid referred to here is no longer applicable. We also note	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		proposals would make a major contribution to these. Furthermore, the Promoters' land ownership and interests place them in the most advantageous position to make a major contribution towards delivering these proposals, including the 'green' or 'living' bridge idea (paragraph 6.19.6). The recently announced successful HIF bid for the Colchester Braintree Borders Garden Community now creates the opportunity - through an appropriate southernmost A12 realignment that passes further south of Marks Tey and rejoins the existing A12 in the "Copford gap" - to deliver this bridge and create a new central public realm for Marks Tey. Additionally, it would enhance considerably the connectivity between the southern and northern parts of The Village and links to the railway station.	that Highways England announced their preferred route for the A12 in August 2020 which means the A12 continuing to run through Marks Tey.	
MT14	S12	Policy MT14 – London Road Parade It is noted that Neighbourhood Plan Map 6.9 shows a larger area for the London Road Parade Local Centre than is currently shown in the emerging Local Plan, including some of the Livelihoods site within its boundary. It is considered that this should be amended to reflect the boundary as proposed in the emerging Local Plan	Map 6.9 is a more up to date version of the London Road Parade. It was been defined following site visits undertaken by the NP steering group in 2020. This work has resulted in the drawing up of an extent encompassing the variety of different land uses that are considered to make up the commercial area in this part of Marks Tey parish. To reflect more accurately the variety of different commercial uses that Marks Tey residents may use when visiting this area, this boundary extends beyond the boundary defined in the Local Plan as the London Road Parade.	Yes. See 6.32 and 6.33
MT14	S16	We have no specific comments in relation to draft policy MT14. Mixed use development of the site would not only help to support the vitality and viability of the London Road Parade and protect valued local services, thereby helping to meet the day-to-day needs of the local community and reducing the need to travel, but it would also provide further services to support the community and assist in shortening travel distances from existing homes and so aiding the sustainability of the area.	Noted.	No.
Map 6.9	S11	28. Map 6.9 London Road Parade: is not correct and is inconsistent with both the Proposals Map Marks Tey Inset of the 2010 adopted Colchester LDP and the Publication Draft Section 2 Local Plan June 2017. Both these show the same defined area but notated	Map 6.9 is a more up to date version of the London Road Parade. It was been defined following site visits	Yes. See 6.32 and 6.33

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		as a 'Neighbourhood Centre' on the former, and a 'Local Centre' on the latter. The NP Map 6.9 shows a larger area which is notated as 'London Road Parade', but this includes a number of residential properties within the 'Parade'. It is submitted that the NP should be revised to be consistent with the LDP Proposals Map and it should be notated as the 'Neighbourhood Centre'.	undertaken by the NP steering group in 2020. This work has resulted in the drawing up of an extent encompassing the variety of different land uses that are considered to make up the commercial area in this part of Marks Tey parish. To reflect more accurately the variety of different commercial uses that Marks Tey residents may use when visiting this area, this boundary extends beyond the boundary defined in the Local Plan as the London Road Parade.	
MT15	S1	Employment Sites: In the policy itself, line 2, change ' <i>allowed</i> ' to ' <i>supported</i> '. Line 4: Suggest an indicative route is identified on a plan if possible in consultation with CBC and site owners.	Noted. This policy has been amended in light of other comments.	RC 6.29
MT15	S3	Anderson Employment Land – We understand that you are looking to ensure this stays employment land, however, we would suggest that the entrance needs improvement.	Noted and agreed.	RC 6.29
MT15	S9	Page 88 of the DNP covers the objectives and policies relating to Business and Employment. Policy MT15 Anderson Site is the key policy that is relevant to our client's interests and intentions. We support this policy, as it is aligned with the policies of the Adopted Local Plan, and relates to specific policies such as DP5 that intend to enhance and safeguard existing employment opportunities. It is considered that the current application ref: 200388, as shown on the Site Plan accompanying this representation would, meets the aims of Policy MT15.	Noted.	RC 6.29
MT15	S11	29. Policy MT15 – Marks Tey Employment Sites: The Promoters generally support this policy, but any future proposals will need to be considered in relation to the outcome of the Section 1 Local Plan examination and the final outcome and content of the future adopted Local Plan.	Noted.	No.
MT15	S16	We have no specific comments in relation to draft policy MT15.	Noted.	No.
Additional policies	S19	Omissions Surface Water Management and Flood Risk ECC in its role as Lead Local Flood Authority (LLFA) provides the following comments.	We consider the Local Plan and NPPF covers this sufficiently. We have no	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>The Plan does not contain information about flood risk. The LLFA recommend the inclusion of the following wording within the Plan.</p> <p><i>New development within the plan area must ensure that surface water runoff rates are not increased beyond existing rates. All development within the plan area should use Sustainable Drainage Systems (SuDS) to manage rainfall runoff from the site. These techniques should encompass the four pillars of SuDS, addressing water quantity, water quality, biodiversity and amenity. In order to achieve these results, the use of above ground SuDS should be promoted. Where possible these features should be multifunctional, not only providing flood risk mitigation but also enhancing green infrastructure within the plan area.</i></p> <p><i>All drainage strategies for major development within the plan area should be based on the Essex SuDS Design Guide. It is recommended that developers engage in pre-applications discussions with the Lead Local Flood Authority (LLFA) to ensure that any recommendations can be incorporated into site design as early into the planning process as possible. While the LLFA is not currently a statutory consultee on minor application it is still recommended that the principles of the Essex SuDS Design Guide are implemented on smaller sites to ensure that the cumulative effect of multiple smaller developments does not have a significant increase downstream flood risk.</i></p> <p><i>Although not directly linked with the planning process it should be ensured that any new development within the plan area complies with the Land Drainage Act and an application is made to the LLFA for ordinary water consent before making any changes to existing ordinary watercourses.'</i></p>	<p>reason to take a NP specific approach in this case.</p>	
Additional policies	S19	<p>Travel Planning</p> <p>It is recommended that the Plan include information regarding Travel Planning and the following comments are made.</p> <p>Residential Travel Plans (RTPs)</p> <ul style="list-style-type: none"> Ensure that travel plan conditions are applied to all development applications in line with ECC's RTP thresholds. The current thresholds are below, however, they are subject to change in conjunction with updates/amendments to the ECC Developers' Guide to Infrastructure Contributions (update planned for July 2020): 	<p>We can include reference to this in the Anderson site allocation Policy MT15.</p>	<p>Yes. RC 6.29</p>

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<ul style="list-style-type: none"> o 1 to 249 dwellings – Residential Travel Information Pack (including bus/train tickets/vouchers where applicable) o 250+ dwellings – Travel Plan Monitoring Fee, Full Residential Travel Plan, and Travel Information Pack (plus tickets/vouchers where applicable) • All sites above the full RTP threshold should appoint a Travel Plan Coordinator to deliver/manage the Travel Plan. • Residential sites should provide on-site electric vehicle charge points where possible. • Neighbourhood Car Club(s) should be considered. <p>Workplace Travel Plans</p> <ul style="list-style-type: none"> • Travel Plan conditions should to be applied to workplace/commercial applications of 50 employees or above, with the addition of Travel Plan Monitoring Fees. • Workplaces should appoint a Travel Plan Coordinator to manage/deliver Travel Plans. <p>General Comments (Residential and Workplace Travel Plans)</p> <ul style="list-style-type: none"> • Travel Plan targets should be agreed with ECC. • Regular travel/traffic surveys should be conducted in line with ECC protocol. • Undertake regular review of Travel Plans. • Promote walking, cycling, public transport, electric vehicles, car sharing and other sustainable modes of travel. • Conduct Personalised Travel Planning to help inform residents/employees of sustainable alternatives. 		
Additional policies	S19	<p>Renewables and Energy Efficiency</p> <p>The NPPF recognises all communities have a responsibility to contribute to energy generation from renewable or low carbon sources and supports community-led initiatives. The Plan could mention renewable energy technology for domestic and commercial developments. Useful documents and guidance include:</p> <ul style="list-style-type: none"> • Low Carbon Neighbourhood Planning guidebook updated January 2018 produced by the Centre for Sustainable Energy 	<p>Partly agreed. Added paragraph inserted in to MT05.</p> <p>The NP Steering Group attach great importance to sustainable design and construction methods and initiatives that help to address the climate change. The NP is however limited in its influence to dictate standards to developers but supports Colchester-</p>	Yes. See RC 6.15

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>https://www.cse.org.uk/downloads/reports-and-publications/policy/community-energy/energy-advice/planning/renewables/low-carbon-neighbourhood-planning-guidebook.pdf</p> <ul style="list-style-type: none"> Planning practice guidance for renewable and low carbon energy – Department of communities and Local Government – https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/225689/Planning_Practice_Guidance_for_Renewable_and_Low_Carbon_Energy.pdf <p>The Plan could also include a supportive statement to improve energy efficiency to existing and new builds. Whilst energy efficiency targets are set nationally in Building Regulations, there are opportunities for neighbourhood plans to influence new development, through policies requiring developers to demonstrate how they've followed the 'energy hierarchy' in reducing energy demand before implementing renewable energy, or make the most of solar gain and passive cooling through the orientation, layout and design of the development.</p> <p>Smart energy tools and storage devices are beginning to emerge which help to manage energy within the home and within the local network to make better use of the energy we produce and use. These tools have potential to reduce the amount of energy used in homes or businesses and reduce fuel bills.</p> <p>A policy could read as follows:</p> <p><i>Policy XX: Renewable Energy</i> <i>The Neighbourhood Plan wishes to encourage community led renewable energy schemes and will support community-based groups working with local energy users in seeking funding to establish the technical, financial and legal feasibility of appropriate schemes within the neighbourhood area.</i> <i>Proposals for community owned or led renewable energy schemes (including micro-hydro, photovoltaic or bio-mass projects) will be supported subject to the following criteria for the proposed development:</i></p> <ul style="list-style-type: none"> <i>The siting and scale are appropriate to its setting and position in the wider landscape;</i> <i>It does not give rise to unacceptable landscape or visual impact, either in isolation or cumulatively with other development;</i> 	<p>borough led planning policies (e.g. emerging Local Plan Policy CC:1 Climate Change) and initiatives in this respect. Meanwhile the Marks Tey NP focuses on improving connectivity with a view to giving local people more choice in terms of non-motorised journeys. It also focuses on protecting green infrastructure and improving access to green infrastructure. These are both important parts of addressing climate change.</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<ul style="list-style-type: none"> • <i>It does not create an unacceptable impact on the amenities of local residents;</i> • <i>It does not have an unacceptable impact on a feature of natural or biodiversity importance.</i> 		
Additional policies	S19	<p>Electric Vehicles Charging</p> <p>The Plan could embrace and recognise the potential demand for electric vehicle charging points, as there is a Government commitment to ban the sale of new diesel and petrol vehicles from 2040. Currently just over 2% of all new car sales are either plug-in hybrid vehicles or pure electric vehicles (EV). This figure is expected to be around 10% by 2025. The industry anticipates that by 2025 it will be cheaper to buy an EV than an internal combustion vehicle.</p>	<p>The NP supports the approach proposed in the emerging Local Plan (see Policy DM21 that requires all development to <i>Incorporate charging facilities for electric and other ultra-low emission vehicles where appropriate, or as a minimum the ability to easily introduce such facilities in the future</i>). It is not considered helpful to have a duplicate policy in the NP.</p>	
Chapter 7	S11	<p>Section 7.0 Community Projects: Paragraph 7.1: reflects the difficulties of preparing a NP at this time because of the unknown final selected routes for the A12 and A120. However, whilst it is not possible at this time to allocate sites for development, it is possible to indicate the direction of potential growth to areas that will maximise the benefits to the existing community and enhance the village centre. For reasons explained in points 10 and 15 above, the area to the south of London Road, as proposed by the Promoters, and the adjoining land of Livelihoods, is the logical and preferred direction of growth to improve accessibility, attractiveness and viability of the Village Centre. Community Actions 1-5 are supported. In particular, the Promoters could assist and contribute towards Community Action 3 – London (Road) Parade Improvements through the delivery of their comprehensive proposals on land to the south of London Road. The quantum of proposed development and increase in local population generated by approximately 1,000 homes would create a significant requirement for additional retail and other community services. This would act as a catalyst to support not only the current parade, but also the need for additional facilities within the development. In addition the Promoters' existing land ownership boundaries provides the opportunity to create new and enhanced pedestrian and cycle connectivity to the existing Village and railway station.</p>	<p>Noted. More certainty is needed with respect to A12 and A120 before any decisions are made.</p>	No.
Chapter 7	S16	<p>It is noted that currently seven community actions have been identified in the draft NP, which establish areas of work within the parish as a way of complementing the vision, themes, objectives and policies of the NP.</p>	<p>Noted.</p>	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Community Projects 4 and 5 in particular relate to the rail station and passenger accessibility and are noted as community aspirations. We would welcome the opportunity to understand how the redevelopment of the station area could assist in helping facilitate these community projects but have no doubt that there is ability that both could be incorporated in the development of this area. We have no specific comments on the remaining community actions.		
Chapter 7	S13 b	Community Projects We strongly support the range of local interventions identified as community actions. The Delivery Partners wish to work with MTPC to explore how any new development can help implement these projects in the first instance.	Noted.	No.
Character Assessment	S11	As referred to in point 3 above, the Character Assessment document is a very comprehensive and thorough body of work and well-executed analysis of the Parish. It forms an important and significant part of the evidence base for plan making and should be kept up-to-date as necessary as the NP progresses through subsequent stages.	Noted.	No.
Masterplanning support document	S11	The comment in the second sentence of the point above also applies to the Masterplanning Support Document. This is dated December 2017 and parts of the Planning Policy Context are now out of date. For example, the NPPF 2019 has replaced the 2012 revision and the Government has also published in October 2019 The National Design Guide : Creating Well designed Places. Also on page 7 the document refers to the David Lock Associates (DLA) masterplan for the West of Colchester Garden Community and the 'Plan for Colchester Braintree Borders Community, Issues and Options Report 'EB/034, which included the DLA Concept Masterplan. However, the recently closed hearing sessions into the Shared Section 1 Local Plan included more up-to-date evidence base including a report prepared by AECOM entitled "North Essex Garden Communities – Infrastructure Planning, Phasing and Delivery" dated July 2019 (EB/088). This replaced the DLA Concept Plan with a new Indicative Masterplan and land use budget which was the subject of objections that are being considered by the Examination Inspector. His overall findings and conclusions are likely to have significant implications on the next stage of the emerging Colchester Braintree Border DPD. The Urban Design Analysis on pages 10 to 21 is considered to be a fair and reasonable assessment of the current situation. At the next stage it should refer and take into consideration the National Design Guide referred to above. However, use of the headings	Noted. As per paragraph 5.3 of the NP, the NP Steering Group do not consider it prudent to identify development sites for development until more certainty is in place with regard to future changes along the A12 and A120 is known; measures which will have significant implications for the Marks Tey community.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>derived from the Design Companion to Planning and Place Making (RIBA 2017) are relevant and are an appropriate way of analysing the various urban design characteristics within Marks Tey Parish. In particular, the finding that Marks Tey “Due to the dispersed settlement pattern, lack of connected footpath network and the discontinuous nature of footpaths along the main routes, walking within the village is a challenge to most residents,” (page 14) is a key consideration for future masterplanning. So are the challenges of how new growth can help overcome existing severance and how to create a clear identity (page 18). The document also acknowledges that “new development should not just provide new homes but a balanced mix of homes, jobs and local retail and community infrastructure such as new health and education facilities. All new developments should provide clear, easily navigable, safe and welcoming streets for all”. (page 19)</p> <p>The comprehensive proposals south of London Road by the Promoters will achieve all the above objectives, together with contributing towards the public realm improvements within the existing Village Neighbourhood Centre at London Road (page 21 & 30).</p> <p>For reasons set out in points 10, 15 and 30 above, the Promoters fully support the statement under the heading ‘Development Scenarios on page 32 that “A local planning strategy should be prepared with the aim of maximising accessibility to the centre and improving its attractiveness to all. Ideally new housing should be located within 600 m of the centre of London Road to improve viability. Local policy should set out the criteria for siting other local centres that may come forward in the future”.</p> <p>However, this Section presents a series of illustrative development scenarios prepared by the consultant, Out Design, “to help facilitate the workshop with the Neighbourhood Plan Steering Group on 2nd October 2017”. Although the document acknowledges that the preparation of a spatial plan for Marks Tey is beyond the scope of the reports, it goes on to state that the scenarios presented “may inform more detailed masterplanning work and the preparation of development briefs for individual sites. These would be subject to more detailed site investigation and engagement with all stakeholders including landowners and the local planning and highway authorities”</p> <p>The illustrative development scenario for Marks Tey South covers an area of some 20.39 ha, the majority of which is owned by R.F. West Ltd and under option to Crest Nicholson.</p>		

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		Although this is indicated to have a potential residential capacity of 367 dwellings at 30dph or 612 at 50 dph, the scenario does not include any other uses that are necessary to create a community. In contrast to the Promoters' proposals, the limited scale of development indicated in this scenario is insufficient to deliver a viable mixed use scheme as described in (33) above, together with contributing towards the other wider benefits and improved connectivity referred to in the documents. In any event, due to the current uncertainties relating to the A12, A120 and the emerging Shared Section 1 Plan, it is considered premature to produce the Development Scenarios set out in the Masterplanning Support document.		
Masterplanning Document	S16	<p>We welcome the baseline research and masterplanning studies that have been used to inform the draft NP and created four potential development scenarios as presented in the support work by Out Design in 2017. One of which considers a scenario for redevelopment/development in the area around the station (referred to as Marks Tey Central). In relation to sites within the Marks Tey Central area, the Out Design report states (author emphasis added):</p> <p><i>"These sites are within easy walking distance of Marks Tey Station and include underutilised land at the station and London Road as well as agricultural land between Church Lane and Marks Tey Station.</i></p> <p><i>This compact scenario would come forward in tandem with highway improvements to the A12 / A120 interchange and new land bridge across the A12 to provide safe access for all.</i></p> <p>The land to the north of the station at North Lane was not considered to be a suitable development site by the NP Steering Group due to its location adjacent to the Roman River floodplain and the existing access constraints associated with the North Lane road bridge."</p> <p>We can clarify that with regard to the highlighted section above in fact the majority of the land north of the station is not in the flood plain. The redevelopment of the Network Rail land could open up the opportunity for improvements to the North Lane road bridge to be delivered. For these reasons and subject to the final scheme design and discussions with the relevant bodies (Environment Agency and the Highway Authority); flood risk and</p>	Noted.	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		accessibility constraints would not be insurmountable that, in turn, could justify promoting this part of the Marks Tey Central area for development.		
Context to S9	S9	<p>Summary and Conclusions.</p> <p>Marks Tey Ltd, as developers with interests in the former Anderson Site and the adjacent land, are broadly supportive of the aims and policies set out within the Marks Tey Neighbourhood Plan. Outlined in the above letter and in the accompanying application form are certain comments that we think should be reviewed ahead of the submission of the Neighbourhood Plan to Colchester Borough Council.</p> <p>The main comment to the Neighbourhood Plan Steering Group is that the DNP should include the currently allocated site to the east of the former Anderson Site as a future employment site, in line with the adopted Local Plan. This will not preclude the further growth of Marks Tey, which is in line with the adopted Local Plan, and allow the community to benefit from the opportunities for enhancement and additional employment that come with such proposals.</p> <p>Should the Parish wish to comment or raise any queries relating to this representation, we would be happy to discuss.</p>	Noted.	See RC 6.28
Summary from S16	S16	<p>Summary</p> <p>We welcome the opportunity to provide these comments in relation to the draft NP and its evidence base and looking forward we would welcome the possibility of discussing matters further with the NP Steering Group if that would assist.</p> <p>To conclude this response, we provide the following table which identifies how the suitable development/redevelopment around the area of the railway station could help resolve the weaknesses within the parish as identified in the SWOT analysis at Table 3.2 of the draft NP.</p> <p>(Note from NP group: this is appended below).</p> <p>The above table demonstrates that the redevelopment of our combined site with Network Rail will assist in the delivery of solutions to the weakness identified in the NP as well as reducing the number of parties involved so increasing the deliverability of a successful scheme. We would welcome the opportunity to work with the NP Steering Group and if it</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		would assist, we would be happy to arrange for them to visit our previous and current developments in the local area.		
OTHER Context to S5	S5	<p>Comments from Gladmans</p> <p>Re: Marks Tey Neighbourhood Plan Regulation 14 Consultation</p> <p>Dear Sir/Madam,</p> <p>This letter provides Gladman's representations in response to the draft version of the Marks Tey Neighbourhood Plan (MTNP) under Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. This letter seeks to highlight the issues with the plan as currently presented and its relationship with national and local planning policy. Gladman has considerable experience in neighbourhood planning, having been involved in the process during the preparation of numerous plans across the country, it is from this experience that these representations are prepared.</p> <p>Legal Requirements</p> <p>Before a neighbourhood plan can proceed to referendum it must be tested against a set of basic conditions set out in paragraph 8(2) of Schedule 4b of the Town and Country Planning Act 1990 (as amended). The basic conditions that the MTNP must meet are as follows:</p> <p><i>(a) Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the order.</i></p> <p><i>(d) The making of the order contributes to the achievement of sustainable development.</i></p> <p><i>(e) The making of the order is in general conformity with the strategic policies contained in the</i></p> <p><i>development plan for the area of the authority (or any part of that area).</i></p> <p><i>(f) The making of the order does not breach, and is otherwise compatible with, EU obligations.</i></p> <p><i>(g) Prescribed conditions are met in relation to the Order (or plan) and prescribed matters have been complied with in connection with the proposal for the order (or neighbourhood plan).</i></p> <p>National Planning Policy Framework and Guidance</p> <p>On the 24th July 2018, the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework. The first revision since 2012, it implements 85 reforms announced previously through the Housing White Paper. This version was itself superseded on the 19th February 2019, with the latest version, largely only making alterations to the Government's approach for the Appropriate Assessment</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>as set out in Paragraph 177, clarification to footnote 37 and amendments to the definition of ‘deliverable’ in Annex 2.</p> <p>The National Planning Policy Framework (the Framework) sets out the Government’s planning policies for England and how these are expected to be applied. In doing so it sets out the requirements for the preparation of neighbourhood plans to be in conformity with the strategic priorities for the wider area and the role they play in delivering sustainable development to meet development needs.</p> <p>At the heart of the Framework is a presumption in favour of sustainable development, which should be seen as a golden thread through plan-making and decision-taking. This means that plan makers should positively seek opportunities to meet the development needs of their area and Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. This requirement is applicable to neighbourhood plans.</p> <p>The recent Planning Practice Guidance (PPG) updates make clear that neighbourhood plans should conform to national policy requirements and take account of and most up-to-date evidence of housing needs in order to assist the Council in delivering sustainable development, a neighbourhood plan basic condition.</p> <p>The application of the presumption in favour of sustainable development will have implications for how communities engage with neighbourhood planning. Paragraph 13 of the Framework makes clear that Qualifying Bodies preparing neighbourhood plans should develop plans that support strategic development needs set out in Local Plans, including policies for housing development and plan positively to support local development. Paragraph 15 further makes clear that neighbourhood plans should set out a succinct and positive vision for the future of the area. A neighbourhood plan should provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency. Neighbourhood plans should seek to proactively drive and support sustainable economic development to deliver the homes, jobs and thriving local places that the country needs, whilst responding positively to the wider opportunities for growth.</p> <p>Paragraph 29 of the Framework makes clear that a neighbourhood plan must be aligned with the strategic needs and priorities of the wider area and plan positively to support the delivery of sustainable growth opportunities.</p> <p>Relationship to Local Plan</p>		

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>To meet the requirements of the Framework and the Neighbourhood Plan Basic Conditions, neighbourhood plans should be prepared to conform to the strategic policy requirements set out in the adopted Development Plan.</p> <p>The Colchester Local Plan DPD consists of the Core Strategy, Site Allocations DPD and Development Policies DPD. The Core Strategy was adopted in December 2008, with selected policies having been revised in July 2014. The Core Strategy sets out the strategic planning policy framework for the district until 2021 and sets out an overall housing requirement of a minimum of 17,100 new homes between 2001 and 2021. This figure is derived from the East of England Plan. Within this plan Marks Tey is identified as a village targeted with delivering 70 addition dwellings over the plan period.</p> <p>Emerging Development Plan</p> <p>To meet the requirements of the Framework, the Council has commenced work on a new Local Plan. Part 1 of the emerging Local Plan has been prepared jointly with Braintree and Tendring Districts Councils, and provides strategic policies for the North Essex Area. Part 2 of the Local Plan, deals specifically with local policies for the Colchester Borough.</p> <p>Within the emerging Plan, Marks Tey is identified as a sustainable settlement however does not have a housing requirement for the plan period due to the identification of the wider Marks Tey area as a location for a Garden Community. This is a reflection of the sustainability of this location. Policy SS11 of the emerging Plan sets out the anticipated relationship of the MTNP and this garden community.</p> <p>On 9th October 2017 the Councils submitted the Local Plan and its accompanying documents to the Planning Inspectorate. Part 1 Examination in Public began on the 16th January 2018, with an additional hearing session taking place in May 2018. Following initial hearing sessions dealing with the Part 1 document, Planning Inspector, Roger Clewes wrote to the three local authorities expressing a number of concerns, particularly around the proposed garden communities.</p> <p>In his letter, the Inspector said that parts of the plan and indeed its evidence base "require significant further work" and that "the evidence provided to support the garden communities policies in the submitted plan is lacking in a number of respects". The Inspector's letter goes on to raise further issues relating to the submitted Sustainability Appraisal and states that further viability work needs to be undertaken before ultimately concluding that;</p>		

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>"I consider that the garden community proposals contained in the plan are not adequately justified and have not been shown to have a reasonable prospect of being viably developed. As submitted, they are therefore unsound."</p> <p>Mr Clewes' letter outlined three options for how the Councils could proceed with their proposals. The first of which would be for the councils to "agree to remove the garden communities proposals from the Section 1 Plan at this stage, and commit to submitting a partial revision of Section 1 for examination by a defined time, for example within two or three years". The second option suggested the councils carry out "the necessary further work on the evidence base and sustainability appraisal, and bring forward any resulting revised strategic proposals, before the commencement of the Section 2 examinations". A third option "would be to withdraw the Section 1 and Section 2 Plans from examination and to re-submit them with any necessary revisions, after carrying out the required further work on the evidence base and sustainability appraisal, and the relevant consultation and other procedures required by legislation".</p> <p>Further to the receipt of the Inspector's letter, the Councils opted to carry out the further necessary work on the evidence base to support the preparation of the plan and in particular the strategic proposals. This work has now been completed with further hearing session having taken place in January of this year. The Inspector still has significant concerns around the Garden Communities and will be writing to the Councils with further findings in due course.</p> <p>Part 2 Examination is yet to commence. As such, given that the Plan is still undergoing formal examination, there remains considerable uncertainty over what level of development that Marks Tey may need to accommodate to assist the Council in meeting its OAN for housing. Accordingly, the Plan will need to ensure that it allows for sufficient flexibility to ensure that it is able to react to changes that may arise through the emerging Local Plan Examination.</p>		
Context to S5	S5	<p>Gladman recognises the role of neighbourhood plans as a tool for local people to shape the development of their local community. However, it is clear from national guidance that these must be consistent with national planning policy and the strategic requirements for the wider authority area. Through this consultation response, Gladman has sought to clarify the relation of the MTNP as currently proposed with the requirements of national planning policy and the strategic policies for the wider area. Gladman hopes you have found these representations helpful and constructive. If you have any questions do not hesitate to contact me or one of the Gladman team.</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
OTHER (context from S11)	S11	<p>1. These responses to the Marks Tey Parish Neighbourhood Plan Pre-Submission Questionnaire are submitted on behalf of Crest Nicholson and R. F. West Limited. R.F. West Limited own a substantial area of land comprising in total approximately 155 hectares to the south of the village, and Crest Nicholson have an option on approximately 55 hectares within this overall area and to the south of London Rad, as shown on the attached plan. Both parties have jointly promoted through various stages of the emerging Local Plan a comprehensive residential-led mixed use development comprising approximately 1,000 homes, a new local centre, primary school, employment, open space landscaping and ancillary development, as indicated on the attached Illustrative Masterplan. The scheme is proposed as a sustainable extension to Marks Tey, which could be either a standalone development or form a phase of the proposed Colchester Braintree Border Garden Community. In both scenarios, the proposals would be planned to accord with Garden City principles.</p> <p>2. The Promoters have also presented their proposals and engaged on various occasions with Marks Tey Parish Council and also to Copford with Easthorpe Parish Council. This has included putting forward ideas to improve the connectivity of the site to London Road and Marks Tey railway station by enhancements to both pedestrian and cycle facilities. This could include the construction of a deck over the A12 to form a 'green' or 'living' bridge. Such a proposal would create a heart to the Village centre with a sense of place. It would greatly assist in integrating the northern and southern parts of the main village that are currently severed by the A12. Additionally, the scheme would be designed to focus on the significant group of listed buildings and moated grounds at Marks Tey Hall, which as a group should form an important landmark, but are currently separated from the remainder of the Village. Marks Tey Hall formed part of the historic manor, but because of the direction of growth of Marks Tey over the years to the west and predominantly between the A120 and the railway line, with very little development in the vicinity of London Road, the significance of Marks Tey Hall has been substantially harmed. Therefore, the Crest Nicholson proposals would act as a catalyst to redress this situation and create a new hub and focus to the extended community.</p>	Noted.	No.
Context from S11	S11	Submissions have been made, on behalf of Mr Mattin, to all stages of the Local Plan process, the 2014 Call for Sites, the Local Plan Issues and Options Early Stage Public Consultation in January 2015, the Local Plan Preferred Options Consultation in 2016, and	Noted. As per paragraph 5.3 of the NP, the NP Steering Group do not consider it prudent to identify development	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>the Publication Draft Consultation in 2017. Representations are now also being made to the Marks Tey Neighbourhood Plan.</p> <p>The land at Livelihoods, Marks Tey is a broadly rectangular parcel of previously developed land located to the south of London Road. It is set back from the highway to the rear of dwellings and is in close proximity to local services and commercial buildings. London Road runs parallel to the south of the A12 dual carriageway. Agricultural land lies to the west, south-east and east of the land. Marks Tey Railway station is located north of the site, on the opposite side of the A12. This is accessed by a pedestrian walkway across the dual carriageway. A Site Location Plan is attached as Appendix One.</p> <p>The principal use of the land is the storage of unoccupied caravans, with a small number of separate commercial units in small buildings and temporary structures. The site benefits from an existing access off London Road. Consultants were instructed to appraise the vehicular access arrangements and to consider a potential access solution to accommodate residential development on site. The details confirmed a suitably designed access could be achieved on site and this was agreed in principle by Essex County Council.</p> <p>Overall, there continues to be no significant constraints to development at the site and it is emphasised within this submission that the site is previously developed land and is suitable and available for residential development.</p> <p>The site is promoted as part of a wider comprehensive residential-led mixed-use development comprising approximately 1,000 homes, a new local centre, primary school, employment, open space, landscaping and ancillary development. This wider site is promoted by Andrew Martin Planning on behalf of Crest Nicholson and R.F. West Limited. This wider scheme has also been promoted through various stages of the emerging Local Plan as a sustainable extension to Marks Tey, either as a standalone development or to form a phase of the proposed Colchester Braintree Border Garden Community.</p> <p>Our client broadly supports the general thrust of the representations to the Neighbourhood Plan submitted by Andrew Martin in promotion of the wider scheme south of London Road. The ownership plan submitted with their representations indicates the third party ownership, which is Livelihoods, as part of their proposals. The Illustrative Masterplan submitted by Andrew Martin indicates our client's land as providing part of the</p>	<p>sites for development until more certainty is in place with regard to future changes along the A12 and A120 is known; measures which will have significant implications for the Marks Tey community.</p> <p>.</p>	

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>new link road to provide relief to London Road, which would be a significant benefit, alongside residential development.</p> <p>Given the proximity to existing residential development and the sustainable location of our client's land, it would be well positioned to form part of the residential provision for the new garden community. There are no reasons that the site could not come forward as residential use, and it would be in a position to deliver early residential development without any strategic constraints.</p> <p>However were the strategic development not to proceed, it should also be recognised that this site would represent an appropriate previously developed site for the securing of sustainable residential development in any event, for consideration through the Neighbourhood Plan.</p>		
OTHER Context to S14	S14	<p>Marks Tey Neighbourhood Plan</p> <p>The Marks Tey neighbourhood plan follows previous consultation with Natural England on the Colchester Local Plan. At this time Natural England advised that the emerging strategic solution, the Essex Coast Recreational Avoidance and Mitigation Strategy (Essex RAMS) is a key consideration in the context of the Habitats Regulation Assessment. The Essex RAMS seeks to mitigate the recreational impacts as a result of new development within the Zones of Influence (Zoi). We would direct you to our letter to your Local Planning Authority, reference 244199 (dated 16 August 2018) for further guidance on the Essex RAMS in the interim period.</p> <p>Marks Tey Neighbourhood Plan Policies</p> <p>The Marks Tey Parish falls in its entirety within one or more of the Zones of Influence (Zoi). Therefore residential development within the parish area which will be subject to the requirements of this strategic solution. This will be in accordance with the RAMS supplementary planning document once adopted.</p>	Noted.	No.
OTHER Context to S15	S15	<p>Thank you for your letter relating to the Marks Tey Neighbourhood Plan. We have assessed the draft Neighbourhood Plan as submitted and our letter contains our response and information in relation to environmental issues that should be considered during the development of the Neighbourhood Plan.</p> <p>Our principal aims are to protect and improve the environment, and to promote sustainable development, we:</p> <p>☐ Act to reduce climate change and its consequences</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>☐ Protect and improve water, land and air</p> <p>☐ Work with people and communities to create better places</p> <p>☐ Work with businesses and other organisations to use resources wisely</p> <p>You may find the following two documents useful. They explain our role in in the planning process in more detail and describe how we work with others; they provide</p> <p>☐ An overview of our role in development and when you should contact us.</p> <p>☐ Initial advice on how to manage the environmental impact and opportunities of development.</p> <p>☐ Signposting to further information which will help you with development.</p> <p>☐ Links to the consents and permits you or developers may need from us.</p> <p>Building a better environment: Our role in development and how we can help: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/289894/LI_T_2745_c8ed3d.pdf</p>		
Context to S16	S16	<p>These comments have been prepared by City & Country (on behalf of Marks Tey Farms Ltd, and following consultation with Network Rail Infrastructure Limited) in relation to the draft Marks Tey Neighbourhood Plan 2020 to 2033 (hereafter referred to as the “draft NP”). It is understood that comments are being sought on the draft NP prior to any amendments deemed necessary and then submission to Colchester Borough Council (“CBC”) for adoption.</p> <p>Marks Tey Farms Ltd and Network Rail Infrastructure Limited own land around Marks Tey railway station. A location plan for the site is included at Appendix A.</p>	Noted.	No.
Context to S16	S16	<p>This response has therefore been prepared not only to provide specific comments in relation to the draft policies and objectives of the emerging NP but to also bring to the attention of the NP Steering Group the clear suitability of the general locale of the rail station for accommodating change which can help achieve the objectives of the NP.</p> <p>We would welcome the opportunity to discuss matters further with the NP Steering Group, if that would assist.</p>	Noted.	No.
Context to S19	S19	<p>Thank you for consulting Essex County Council (ECC) on the Marks Tey Neighbourhood Plan (the Plan) at this Regulation 14 stage. Comments are provided below on relevant text and policies together with general information that may aid plan preparation ahead of the next round of consultation. Comments are also generally by exception and reflect the Plan’s format. Where an amendment is sought bold indicates new text and strikethrough indicates deleted text.</p>	Noted.	No.

Pg.Policy etc	Ref	Comment	NP Steering Group response	Changes to the plan?
		<p>Essex County Council's Neighbourhood Planning Guide (September 2019)</p> <p>This information Guide explains the main ECC services that may need to be considered when developing a neighbourhood plan. ECC is a key infrastructure provider and delivers and commissions a wide range of important strategic and public services, covering but not limited to highways and transportation, education, early years and childcare, minerals, waste, surface water management, passenger transport, adult social care, and Public Health. A weblink to the document is provided below.</p> <p>https://www.essex.gov.uk/planning-advice-guidance/neighbourhood-planning-advice</p>		

Appendix 9 - Regulation 14
consultation. A report of the
responses received from
residents and community
organisations

Marks Tey Neighbourhood Plan

Consultation comments received from residents, community organisations and other non-statutory consultees during regulation 14 consultation stage. Please note that comments from statutory organisations and landowners are recorded separately.

This document records the open ended responses provided by residents, community organisations and other non-statutory organisations in the Neighbourhood Plan questionnaire. A full report of the questionnaire is provided separately. In this report, the names of individual respondents are not given. Each respondent does however have its own unique reference number with a prefix indicating whether the respondent is a resident, a community organisation or other (for example visitor).

R = resident

O = community organisation

NR = non resident consultee (visitor)

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
Chapters 1 to 5	R5	Marks Tey is a lovely place and community, the summary touches on the countryside and wildlife that we are surrounded by, we must try to protect this as much as possible. The biggest issue has to be the A120 / A12 traffic issues. Various schemes have been mentioned over the years but nothing has really happened. As a keen cyclist it would be nice to introduce cycle paths so we don't need to ride on the busy and dangerous A120.	Noted and agreed.	
Chapters 1 to 5	NR10	A120 needs relief before any development	Noted and agreed. We will do everything within the scope of the NP to ensure this is the case.	
Chapters 1 to 5	R17	We are unsure of the heritage statement as we are not really aware of there being any? We would also like to see a review of the speed limit on the estate as feel with that with amount of family and young children the limit should be reduced to 20mph as in many similar areas.	Noted. The 20mph speed limit can not be brought in through the NP. However this is something the PC and community can work separately towards.	
Chapters 1 to 5	R20	Personally as long as i can safely walk from the estate to the shops, the hall etc as I get older I will be happy.	Noted.	
Chapters 1 to 5	R21	1) Reduce speed on A120 to 30mph 2) move local amenities - community hub near the school / parish council. 3) Train station users parking on Ashbury drive - yellow line Ashbury drive / or restrict parking	Community Action 1 in the NP state the PC will campaign for a 20s plenty zone along the A120. With regards to moving local amenities near to the school and parish council, it is not clear what is meant. It is outside the scope of the NP	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
			to relocate shops, businesses and other services. We note the issues of parking on Ashbury Drive. Community Action 4 – <i>Marks Tey better provision and management of parking</i> is particularly relevant to this point.	
Chapters 1 to 5	R23	MT01 -Marks tey station urgently needs a lift / bridge replacement MT06 & MT09 - Excellent thank you MT11 - Also excellent	Noted and agreed.	
	R25	internet infrastructure is patchy and poor especially in little tey. There are few facilities around little tey	Noted.	
Chapters 1 to 5	R28	I grew up in Marks Tey, moved away when I left home but returned here to raise my family. Why? Because it's just right right. Over the last 25 years I have seen the traffic, noise & pollution increase in the village as well as the local area due To the massive expansion of Colchester & Stanway. I leave for work at 06:00 in the morning up until a few years ago the only traffic at that time was when I joined the A12 London bound. Now I have to wait for a gap in the traffic to join the A120 when leaving the estate. I love to walk the footpaths around the village through the fields. To replace all that natural open space with a bit of token green belt is insulting. I would love to stay here into retirement as I have a mainline station 10 minutes walk away, good local shops & bus stops at the end of the road. But if this goes ahead I will be off. Having seen what has happened locally I will no longer want to live here as	Noted. The NP seeks to address many of the issues raised here.	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
		it won't be the village I have called home for 43 year's. It will be a town & I don't want to retire to a town, I have lived in a town that was why I returned to Marks Tey when I had a family.		
Chapters 1 to 5	R29	The proposed development is far too large, from the map the green areas are on the other side of Marks Tey. Even with new by pass etc the traffic levels will increase because if massive new development. With the serious health pandemic we have currently and will face in the future the area will not cope.	Noted. We understand from this comment that the proposed development referred to is part of the previously proposed garden community which was being proposed as part of the Colchester Local Plan and not by the Marks Tey Neighbourhood Plan. However, this element of the Local Plan has not been successful at examination.	
Chapters 1 to 5	R31	Uncertain lack of secondary school is significant weakness as we sit between 2, more important would be health facilities.	Noted.	
Chapters 1 to 5	R35	Disabled people & others need a pedestrian crossing crossing the A120 at the end of the Lane so that they can catch the Braintree / Chelmsford buses	Noted.	
Chapters 1 to 5	R36	Need a pedestrian crossing over A120 at Church lane to access the bus stop so that disabled people can use the Braintree bus	Noted.	
Chapters 1 to 5	R39	Para. 2.26 (page 16) and para.6.82 (page 63-4) has some irritating apostrophes in the name of the village - should always be Marks Tey and not Mark's Tey	Noted.	Yes. See RC 2.2

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
Chapters 1 to 5	R40	What's missed: transport and education are factors when people consider where to live. Are they omitted because the council has no influence over the providers?	The Neighbourhood Plan focuses on the development and use of land. Understanding and planning for infrastructure such as education and transport is an important part of this but the provision of education infrastructure is the responsibility of the county council and the responsibility for adequate transport infrastructure is the responsibility of highways. The NP group liaises with these stakeholders in the process of preparing the plan.	
Chapters 1 to 5	R41	you have captured the essence of preserving the character of the village whilst trying to improve its weaknesses. Well done!	Noted.	
Chapters 1 to 5	O3	Joining the A120 from Old London Road could be difficult and needs serious consideration. Also, consider moving the traffic lights by Shed Centre a bit further down the A120, maybe after the turning into Old London Road.	Noted.	
Chapters 1 to 5	R45	The speed limit on the A120 should be 30mph going through the village as traffic, especially lorries, is going much too fast to stop at the mini-roundabouts. Also the commuter parking in Ashbury	Noted.	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
		Drive is getting worse and dangerous on the post box bend.		
Chapters 1 to 5	R47	Food Hall, Autospares and the Pub have now all closed	Noted. The Food Hall & Autospares buildings are under new ownership with Autospares relocating to a small unit nearby'	
Chapters 1 to 5	R49	Sorry iv'e looked at the online 38 page document Named as Neighbourhood plan and have been unable to find chapter numbers to refer too. I cant therefore answer these questions. Sorry.	Noted. We are sorry you have found it difficult the access the NP.	
Chapters 1 to 5	R52	Plan reflects the Parish of Marks Tey	Noted.	
Planning Policies	R2	MT01: As soon as possible the 2017 decision to be upgraded before any major developments MT04 (p.53): No commercial building on car boot field, keeping it as a buffer. MT13 (p.81): Selection of bungalows for elderly & disabled residents	<p>The car boot field is outside the MT settlement boundary. This means it is protected as being in a countryside location under both the Local Plan and the Neighbourhood Plan.</p> <p>See proposed NP Policy MT13 <i>Housing Mix and Housing Choice</i> which seeks suitable housing for the growing older generation.</p>	
Planning Policies	R3	MT01 A12 (2017) and A120 upgrade before any major developments go ahead. P53 MT04 No to any employment building on car boot field. P81 MT13 6.17.2. More bungalows needed in Marks Tey. The	The policies in the NP seek to address these points.	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
		flats down the road are not in keeping with the village at all.		
Planning Policies	R4	MT01, A12 (2017) & A120 upgraded before any development commences. MT04 p53 no to any employment use on car boot field. MT13 p.81 6.17.2 you already have an area of bungalows in Marks Tey which are lovely. Can this not be repeated in future planning for elderly and disabled or everyday living. p23 MP3.2 shows NEGC area should this be deleted now?	<p>The policies in the NP seek to address these points. The NP pushes for improvement of the A120 and A12 before any further development but whilst dualling of the A120 south of Kelvedon is supported, it will not by ECC's own analysis (as shown in Figure 6 of its 2017 consultation document) radically reduce traffic in Marks Tey and other measure have to be sought.</p> <p>Also the preferred route for the A12 improvement and particularly the relocation of J25 could give additional accessibility and traffic problems to the village.</p> <p>The PC will therefore seek a partnership commitment with the Highways Agency and Essex County Council to reducing traffic and congestion in the village</p>	Yes. See RC 7.2 and RC Map 3

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
			while pursuing the A12 and A120 strategic improvements.	
Planning Policies	R5	<p>6.1 Traffic congestion on A120 must be improved, various schemes have been suggested in the past but nothing has ever been finalised and actioned.</p> <p>6.2.6 & 6.2.7 Improved cycle ways as a keen cyclist and dad it would be nice to venture out on the bikes without having to risk lives cycling on the A120. Cycling on the narrow paths between the Marks Tey estate and railway station isnt ideal. It would be nice if there was a pathway between the housing estate and village hall green that didnt require cycling along the A120. 6.16 reducing traffic especially HGV's on A120 can only help to improve noise and air pollution within the Marks Tey area. 6.18.1 Please include Godbolts business park within local employment. The company i work for moved from Copford to Marks Tey last year. We have been in copford for more then 30 years and are keen to be seen as a local business within the area.</p>	<p>The NP seeks to address many of these issues. Also see response above regarding the A12 and A120.</p> <p>The NP recognises the value of all business areas including Godbolts Business Park in the parish.</p>	See RC 6.37
Planning Policies	R7	Aims to preserve and improve Marks Tey's character whilst striving to address its infrastructure deficiencies and consequences.	Noted.	
Planning Policies	R12	Policy 20. It is somewhat cursory, & could benefit from more detail, especially as this is central to the Plan.	The NP group note there is no policy 20.	
Planning Policies	R15	Chapter 19 - Community actions - i do not see how car parking for the station and shops can be shared. There is not enough car parking space for	The existing car parking adjacent to the former Food Hall for 12 public spaces is	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
		commuters at present. Where might this extra space be sited?	protected by a planning requirement and is being sought to be enforced. This community action is focused at creating additional car parking which could be shared between shoppers and commuters to mutual benefit. There is some support to try to do something behind the London Road shops and increase accessibility across to the station but much work is needed.	
Planning Policies	R17	Chapter 7: Speed restrictions should also apply to the estate with it being 20 mph when you enter it.	Noted. The 20mph speed limit can not be brought in through the NP. However this is something the PC and community could work separately towards.	
Planning Policies	R21	Thank you for seeking our views - appreciated.		
Planning Policies	R22	MT14 - with the move of the chemist the parking spaces adjacent to their old premises must be kept open for public parking because there is limited parking spaces on the london road by the parade	The existing car parking adjacent to the former Food Hall for 12 public spaces is protected by a planning requirement and is being sought to be enforced. This community action is focused at creating additional car	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
			parking which could be shared between shoppers and commuters to mutual benefit. There is some support to try to do something behind the London Road shops and increase accessibility across to the station but much work is needed.	
Planning Policies	R23	this is an excellent plan - thanks to all involved for planning to preserve our green spaces		
Planning Policies	R27	MT01 & MT03 Development along A120, It is unclear what you are proposing: 6.15 states no development until A12, A120 improvements are in place. 6.1.15 talks about significant development, what is significant? MT03 Assumes A120 will be rerouted now not likely to happen, should you make it clearer that no rerouting of the A120 would mean any development along or affecting this route would be resisted. Would you push ahead with speed limits being imposed prior to the rerouting. Improvements are needed now!	All these points are noted. It is important the NP can be as clear as possible with regards to the current constraints on development created by the A120 and A12. However, the NP is restricted to the extent that it can impose a blanket ban on every development proposal. Policy MT03 is relevant with and without the planned improvements to the A120.	Yes. RC 6.36. See also RC 6.8
Planning Policies	R28	I seen it all before, it won't improve the village but destroy it.	Noted. It is assumed this comment is directed at the now withdrawn proposal for the garden community.	No.

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
Planning Policies	R29	I strongly disagree with the proposed amount of development. The large scale development means all if the positive proposals of green spaces, community etc will be impossible and unrealistic.	Noted. It is assumed this comment is directed at the now withdrawn proposal for the garden community. The green infrastructure elements of the NP is still relevant.	No.
Planning Policies	R30	Definitely need the additional infrastructure in place before large amount of houses built. Roads can't cope already	Noted and agreed.	
Planning Policies	R35	Thanks to the Parish Council for the plan. I agree with the contents of the plan	Noted.	
Planning Policies	R36	I agree with the policies & proposals in the Plan	Noted.	
Planning Policies	R37	MT15: I suggest all the existing employment sites, & not just Anderson's, should be supported.	Noted.	
Planning Policies	R40	MT14: for these shops to be usefully available to MT residents, there needs to be importance attached to access to them for pedestrians and users of public transport, especially covering the whole area from rail station to shops, and eastwards to MT hotel.	Noted and agreed.	
Planning Policies	R47	MT4- 12 Parking spaces opposite to shops in the old food hall car park are only available when the pharmacy is open. I was locked in at 2.30 on a Saturday afternoon while at Wendys Hair Salon.	The existing car parking adjacent to the former Food Hall for 12 public spaces in protected by a planning requirement and is being sought to be enforced.	
Planning Policies	R52	I feel the policies are a good reflection of the residents and the important characteristics of Marks Tey	Noted.	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
Planning Policies	R53	I feel the policies are very comprehensive and reflect the feelings and aspirations of the community of Marks Tey.	Noted	
Character Assessment	R1	Nice pictures, but impossible to comment on a 289 page document in 200 characters!	Noted.	
Character Assessment	R2	preservation of open spaces & woodland, retaining our village atmosphere		
Character Assessment	R3	This is a lovely place to live.	Noted	
Character Assessment	R4	The whole document is good. As you know I live in Mark Tey on the Copford border. I love my home I love this area. being near the wood at our back is heavenly. It would be criminal to spoil the wildlife in this area.	Noted	
Character Assessment	R7	Excellent document with loads of interesting data on Marks Tey	Noted	
Character Assessment	NR10	All this should be made available possibly promoted to all residents	Noted. The character assessment is on the Parish Council website.	
Character Assessment	R12	A great piece of writing, which is the backbone of the Plan.	Noted.	
Character Assessment	R16	Fantastic!	Noted	
Character Assessment	R24	Adequate	Noted	
Character Assessment	R27	Great piece of work	Noted	
Character Assessment	R29	My own view if Marks Tey is that it was built as a commuter housing estate. It never has had a central village meeting point, it is separate from the original shops because of the A12 & A120. New housing will	Noted.	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
		is good but not on green belt land. The one excellent thing we have, to local fields and wildlife, are to be destroyed by housing. Building on these fields will have only a negative impact. We have walked the paths across the fields for regularly for 25years.		
Character Assessment	R39	The whole assessment is an excellent piece of work and completely describes the area of Marks Tey	Noted	
Character Assessment	R40	Very interesting so far. I need more time if I'm to do justice to the amount of work put in by the authors.	Noted	
Character Assessment	R52	Great Document	Noted	
Character Assessment	R53	as a whole the Character assessment is a splendid document reflecting the history and character of the Parish of Marks Tey	Noted	
Out Design	R1	Excellent document	Noted	
Out Design	R2	Retaining all our woodland & walks is of vital importance to everyone's wellbeing	Noted	
Out Design	R3	Good	Noted	
Out Design	R4	Very well done	Noted	
Out Design	R7	If growth has to come, it should develop an overall sense of place for Marks Tey, rather than being a junction of two trunk roads, and a main line station.	Noted	
Out Design	R24	Adequate	Noted	
Out Design	R27	Generally gives option and starting point for future development discussions.	Noted	
Out Design	R29	If our existing businesses are struggling, eg closure of local pub and food hall. How will new business become successful?	Noted. Local retail businesses will be supported by increasing accessibility either by reducing traffic on the roads, developing safer	

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
			crossings, more attractive cycling and pedestrian routes, and sharing additional commuter parking to increase footfall. The NP seeks to encourage and achieve all of this.	
Out Design	R49	Poorly indexed in respect to some earlier questions to this questionnaire. The content however is what I envisage for the foreseeable future of Marks Tey.	Noted	
Out Design	R52	Some good ideas of where to implement any further housing	Noted	
Out Design	R53	I agree with the Out Design Masterplanning document and the need to bring the potential housing together to regain the village community of Marks Tey and make it more cohesive.	Noted	
Other additional comment	R4	I represent my self. I love living here. I love my home. I love the area and the environment.	Noted	
Other additional comment	R5	Please dont forget Godbolts business park (opposite Godbolts nusery) for employment site. I work there and live in Marks Tey. This business park has about 15 small offices and will have around 50+ people employed on the site. I would also like to highlight the issue of commuter parking on the Marks Tey estate. The parking on the corner of Ashbury drive and Godmans Lane near each entrance to the estate can be very dangerous with several near misses with buses. I think parking restrictions to prevent all day parking at these areas would be a good idea.	Local retail businesses will be supported by increasing accessibility either by reducing traffic on the roads, developing safer crossings, more attractive cycling and pedestrian routes, and sharing additional commuter parking to increase footfall. The NP seeks to encourage and achieve all of this.	See RC 6.37

Plan Section	Consultee Ref.	Open ended responses from residents, community organisations and visitors	NP Steering Group Comment	Required changes to the plan?
Other additional comment	R17	Whole house hold views	Noted.	
Other additional comment	R41	I am very pleased with the plan. Many thanks to all who have worked so hard in difficult circumstances to produce this.	Noted.	
Other additional comment	O2	Quilters Guild	Noted.	
Other additional comment	O3	Unfailing Love Church - we started meeting at the parish hall in May 2019 and so have an interest in Marks Tey	Noted.	

Appendix 10 - Schedule of recommended changes to the pre-submission (regulation 14) version of the Neighbourhood Plan

Schedule of recommended changes to the pre-submission (regulation 15 version) Marks Tey Neighbourhood Plan.

These changes have been recommended taking into account the basic conditions required of neighbourhood plans and in light of the consultation feedback at regulation 14 public consultation stage.

RC number	Para/pg no.	Recommended Change	Reasons
RC Foreword	Foreword	Update the foreword ensuring that acronyms such as ECC, CBC and NP are written out in full the first time it is used but with the acronym in brackets then they can be used throughout.	To bring it up to date with changes to the Local Plan etc
RC 1.1	Paragraph 1.3	Amend as follows: 1.3 The NP area is the parish of Marks Tey. It includes Marks Tey village, the hamlet of Little Tey and, to the east, Marks Tey train station. Two historical hamlets, Long Green and Potts Green are now part of Marks Tey village. At the same time as the NP being prepared, Colchester Borough Council are bringing forward the Local Plan 2017 to 2033. Once adopted, this plan will replace the current Local Plan 2001 to 2021 and provide the strategy for growth for the borough up to 2033. The emerging Local Plan includes a policy which identifies a large area, in which Marks Tey parish falls, for the bringing forward of the Colchester/Braintree Borders Garden Community. The site is earmarked for the delivery of 1,350 homes during the plan period 2017 to 2033 and, in total, 15,000 to 24,000 homes. Progress on this part of the Local Plan however was halted in July 2018 when the Garden Communities Policies were found unsound by the Planning Inspectorate and further work and further examination is currently being undertaken.	
RC 1.2	Paragraph 1.4	1.4 Delays to the The Local Plan process <u>has created an uncertain strategic policy context for the Marks Tey NP, not least because of the extended examination period (the examination commenced into Part 1 of the Local Plan in October 2017 and is expected to be concluded later in 2020) and the removal, during the examination process, of the Colchester/Braintree Borders Garden Community for which previously the entirety of the Marks Tey parish had been identified as an area of search. The Marks Tey NP has had an important role to play during this uncertain context in articulating clearly what the local priorities for future development are.</u> change the strategic context within which the Neighbourhood	Changes in the circumstances relating to the Local Plan.

RC number	Para/pg no.	Recommended Change	Reasons
		Plan is coming forward. It increases the relevance of the policies set out in the adopted Local Plan but. Part 1 of the Local Plan no longer includes proposals for a Garden Community in Marks Tey parish and neither does it include a local housing figure to be delivered through the Marks Tey Neighbourhood Plan. also requires Marks Tey Parish Council to work with the Borough to understand what an appropriate housing number for the Neighbourhood Plan area would be.	
RC 2.1	Paragraph 2.30	Amend paragraph 2.30 as follows: 2.30 Additional information on local wildlife has been collected by the Neighbourhood Plan group. Wildlife surveys were undertaken in 2016 and 2017. The surveys revealed the presence of a wide variety of birdlife throughout the year, <u>amphibians</u> , and many large and small mammals including bats, amphibians , deer and badgers.	To correct an error
RC 2.1	Paragraph 2.36	Remove the incorrect apostrophes. Should be Marks Tey not Mark's Tey.	To correct an error. In response to resident comment.
RC 3.1	Paragraph 3.8	The parish of Marks Tey falls within the Colchester Borough Council (CBC) local planning authority area. The Local Plan relevant to the NP is therefore the: - Adopted Local Plan 2001 to 2021 which includes: <ul style="list-style-type: none"> o Local Plan Focused Review (July 2014). o Core Strategy (adopted 2008 but updated in July 2014 as part of the Local Plan Focused Review). o Policy ENV2 – Rural Communities. <u>Marks Tey village falls within the Rural Community category of the borough-wide settlement hierarchy and Policy ENV2 provides principles for development proposals coming forward in these locations.</u> o Site Allocations DPD (2010) which allocates in the NP area: <ul style="list-style-type: none"> o an area of 8.03 hectares of land suitable for employment use; o an area of 2.5 hectares of land suitable for nursery use; and identifies: <ul style="list-style-type: none"> o London Road, Marks Tey as a Neighbourhood Centre where shopping/amenity uses are protected by policy DP7 in the Local Plan; 	

RC number	Para/pg no.	Recommended Change	Reasons
		<ul style="list-style-type: none"> ○ Marks Tey Brick Pit SSSI as designated under the Wildlife and Countryside Act 1981 with additional protection provided under Countryside and Rights of Way Act 2000. ○ Development Policies Development Plan Document (adopted 2010 and updated in July 2014 as part of the Local Plan Focused Review). ○ <u>Proposals Map 2010</u> 	
RC 3.2	Paragraph 3.9	<p>Amend paragraph 3.9 as follows.</p> <p>The statutory Development Plan applicable to Marks Tey also includes the Essex Minerals Local Plan produced in July 2014 and the Waste Local Plan (adopted in 2001) <u>Essex and Southend-on-Sea Waste Local Plan (2017)</u>.</p> <p>Essex Minerals Local Plan. A key purpose of this <u>the Minerals Local Plan</u> plan is to “maintain a plan-led approach to future provision, providing reassurance for Essex residents, the minerals industry, key stakeholders and future developers that future needs can be met, whilst also providing a degree of certainty as to where minerals development will take place” (see paragraph 2.39 of the Essex Minerals Local Plan). The plan <u>safeguards the following two sites in the Marks Tey NP area:</u></p> <ul style="list-style-type: none"> • Safeguards the Marks Tey Brickworks as a Minerals Safeguarding area for brick-making clay extraction and brick making (Policy S78 – Safeguarding mineral resources and mineral reserves Provision for industrial minerals). • Safeguards the Marks Tey Rail Depot which is a minerals transhipment as a Safeguarded Transhipment site (Policy S9 - Safeguarding mineral transhipment sites and secondary processing facilities). 	Correcting text and in line with comment from Essex County Council
RC 3.3	Paragraph 3.9	<p>Insert additional paragraph as follows:</p> <p><u>“3.10 The Essex and Southend-on-Sea Waste Local Plan (WLP) sets out how Essex and Southend-on-Sea aim to manage waste up to 2032. It seeks to deal with waste more sustainably across the Plan area by guiding the development of waste management facilities in appropriate locations, encouraging recycling and reducing reliance on landfill.”</u></p> <p><u>The Waste Local Plan safeguards the following site:</u></p>	

RC number	Para/pg no.	Recommended Change	Reasons
		<ul style="list-style-type: none"> • <u>Honeylands Farm Waste Transfer Station for the recycling of waste arising from highway gullies, including the construction of concrete pads, sumps, ancillary equipment, office and welfare facilities. This site is located on the western boundary of the NP area.</u> 	
RC 3.4	Paragraph 3.10 - 3.13	<p>Update paragraphs on the emerging Local Plan and the Planned Strategic Road Improvements</p> <p>Emerging Local Plan 2017 - 2033</p> <p>3.10 The emerging Local Plan could have far reaching implications for the Marks Tey neighbourhood plan area.</p> <p>3.11 Colchester Borough Council is relatively advanced with the progression of its new Local Plan and is currently at examination stage. <u>The examination into Part 1 of the Local Plan commenced in October 2017 and is expected to be closed later in 2020. The Local Plan includes a proposal for a new 14,000 to 20,000 home Garden Community around Marks Tey of which 1,350 to 2,500 homes will be provided between 2017 and 2032. This is one of three such Communities being suggested in conjunction with neighbouring Braintree and Tendring District Councils to cope with growth in north Essex.</u> In July 2018, progress on this element of the Local Plan has <u>was</u> been halted following findings from the Planning Inspectorate. After additional evidence, the Examination in Public restarted in January 2020. <u>In May 2020, the Inspector issued a letter to the NEA concluding that two of the garden communities, including the proposed Garden Community around Marks Tey, were unviable and recommended their removal from the plan. Significant modifications to Part 1 of the Local Plan have since been prepared and subsequently been subject to further consultation. Part 1 of the Local Plan does not include a housing requirement figure to be delivered through the Marks Tey Neighbourhood Plan and is due to come to a conclusion around Easter 2020.</u></p> <p>Planned Strategic Road Improvements - A12 Chelmsford to A120 Road Widening</p>	To reflect the up to date position on the Local Plan and planned works to the strategic road network

RC number	Para/pg no.	Recommended Change	Reasons
		<p>3.12 The <u>expansion and improvement of the A12</u> was in the 2015 to 2020 Road Improvement Programme for widening to three lanes each way. It has now been carried forward into the 2020 to 2025 programme. Highways England are due to announce <u>have announced</u> a preferred route <u>which will continue to run through Marks Tey but with its junction moved</u>. It is anticipated to be completed in 2028. later in 2020 and the project is due to start in March 2023</p> <p>https://highwaysengland.co.uk/projects/a12-chelmsford-to-a120-widening-scheme/</p>	
RC 3.5	Paragraph 3.14	Amend subheading as follows: SUMMARY OF KEY CONSTRAINTS <u>AND PLANNING DESIGNATIONS</u> IN THE NP AREA	
RC 3.6	Paragraph 3.14	<p>Updated the text under “Additional planning policy constraints” and insert additional paragraph as follows:</p> <p>Additional planning policy constraints <u>and designations</u>:</p> <ul style="list-style-type: none"> - Marks Tey Brickworks safeguarded in Essex Minerals Plan as a Minerals Safeguarding area for brick <u>clay extraction and brick making</u> making clay. - Marks Tey Rail Depot safeguarded in Essex Minerals Plan as a Safeguarded Transshipment site. - <u>Honeylands Farm Waste Transfer Station safeguarded in the Essex and Southend-on-Sea Waste Local Plan for the recycling of waste arising from highways gullies, including the construction of concrete pads, sumps, ancillary equipment, office and welfare facilities.</u> - Village settlement boundaries (currently around Marks Tey, Little Tey, A12 small residential area, London Road parade and North Lane residential area). - Existing employment site allocations: <ul style="list-style-type: none"> -at Anderson’s Yard - Nursery (not due to be carried through in emerging Local Plan) - A neighbourhood centre at London Road, Marks Tey <p>3.16 As well as the active extraction of brick clay, there are <u>unworked deposits of sand and gravel within the parish which are safeguarded through Policy S8 of the Minerals Local Plan. This policy has specific requirements of development</u></p>	To provide clarity with regards the implications of the Minerals Local Plan in line with comments from Essex County Council.

RC number	Para/pg no.	Recommended Change	Reasons
		<p><u>proposals when 5ha or more of a proposed non-mineral development falls within a Minerals Safeguarding Area associated with sand and gravel. There also exists a Mineral Safeguarding Area associated with the brick clay resource. Policy S8 has further requirements when development equating to one dwelling or more is proposed within a brick earth Mineral Safeguarding Area.</u></p> <p><u>3.17 Policy S8, as well as Policy S9, further safeguards existing and allocated minerals infrastructure from proximate new development which may compromise the ability to work or manage minerals. The policy ensures that Essex County Council (ECC) in its role as the Minerals Planning Authority (MPA) is consulted on all applications within 250m of existing or allocated minerals infrastructure, depending on the nature of that infrastructure. The Minerals Planning Authority is likely to object to the permitting of development that would unnecessarily sterilise a mineral resource or compromise the operation of mineral infrastructure unless certain policy tests are met.</u></p> <p><u>3.18 Policy 2 of the Waste Local Plan designates Waste Consultation Areas up to 250m from existing or allocated waste infrastructure (400m from Water Recycling Centres). ECC in its capacity as the Waste Planning Authority is likely to object to the permitting of development that would unnecessarily compromise the operation of waste infrastructure unless certain policy tests are met.'</u></p>	
RC 3.7	Paragraph 3.13	<p>Amend paragraph as follows:</p> <p>A120 DUALING BETWEEN BRAINTREE AND THE A12.</p> <p><u>3.13 The A120 is the subject of an Essex County Council feasibility study investigating the completion of A120 dualling between Braintree and the A12 at Marks Tey, which stretches through the plan area, is the last stretch of single carriageway road between the M11 and Colchester. As part of Essex County Council's response to this plan at pre-submission stage in July 2020, ECC have explained that "Over the years, and particularly since the stretch of the A120</u></p>	Update the text to reflect the latest status and in response to comments from Essex County Council

RC number	Para/pg no.	Recommended Change	Reasons
		<p><u>from Stansted and Braintree was upgraded, the single carriageway of the A120 between Braintree and the A12 has become increasingly congested and unreliable. This has led to poor levels of service and safety for road users, impacting on economic growth and development in the region, as well as affecting the well-being of local residents via impacts on the local environment and access to essential services. With traffic volumes expected to increase, congestion on the A120 will get worse, further exacerbating the impacts on travel, local residents and economic growth.”</u></p> <p><u>3.14 ECC are therefore progressing plans for the dualling of the A120 between Braintree and the A12 at Marks Tey. The county aims to get the A120 Braintree to A12 upgrade into the Government’s Road Investment Strategy 2 (RIS 2 – 2020 to 2025), the next funding period for the Strategic Road Network. In June 2018, Essex County Council made an announcement regarding its preferred option in the autumn 2017. Its preferred route would run from Galleys Corner at Braintree to a junction with the A12 to the south of Kelvedon. ECC has identified its “favoured” Route D which would join the A12 south of Kelvedon. ECC considers this would help address A120 movements but would also be instrumental in addressing through traffic issues in the area. The NP Steering Group however note the ECC analysis of the options published in its 2017 consultation document the A120 Braintree to A12 Consultation on Route Options 17 January to 14 March 2017. Figure 6 of this document shows that Route D will leave the A120 in Marks Tey with 82% of its current traffic load, the largest residual traffic load of any of the considered options and this will need to be fully evaluated and planned for. The recent Government’s Road Investment Strategy 2 (RIS2) announcement in March 2020 included commitment to progressing further development work on the A120 dualling including detailed design, land assembly and statutory processes that are required to prepare the scheme for delivery. The A120 dualling scheme will be considered for inclusion in the RIS3 programme. ECC have stated in its pre-submission consultation response to this plan that the scheme is considered to be amongst the most advanced unfunded strategic road schemes in</u></p>	

RC number	Para/pg no.	Recommended Change	Reasons
		<u>the country (in terms of design stage) so once funding is secured it is 'shovel-ready'.</u>	Note from Rachel: I have removed a sentence from the previous version as it was unnecessary pasting of text from ECC to MTPC in their response.
RC 3.8	Paragraph 3.14	<p>Add to the list of environmental constraints an additional item as follows:</p> <ul style="list-style-type: none"> - Marks Tey Brick Pit SSSI - Marks Tey Circular Brick Kilns Scheduled Monument (WH Collier Bricks and Tile Works, Church Lane) - A number of listed buildings - Head of the Roman River valley north east of Marks Tey identified in Colchester's emerging spatial strategy - Limited capacity for landscape to accommodate development without adversely impacting sense of place and character - <u>Lack of capacity at Water Recycling Centre, under current permit, to treat additional wastewater flows from development without adversely impacting water quality in the Roman River, as advised by the Environment Agency in response to the consultation draft of this plan.</u> - <u>Parts of the designated Neighbourhood plan area for Marks Tey lie over Source Protection Zones, as advised by the Environment Agency in response to the consultation draft of this plan.</u> 	In response to S15.
RC 3.9	Table 3.2	<p>Need to update Table 3.2 re A12 and A120 as follows:</p> <p>A12 and A120 road improvements: A12 programmed in Road Investment Strategy for widening J19 to J25 to start in 2020March 2023. Possible further widening J25 – J29. A120 potential for revised route between Braintree and A12 which would remove the existing cut through the parish.</p>	To bring the text up to date and in response to comment from S19.
RC 4.1	Paragraph 4.1	Add the following sub heading in the same font as the sub heading MARKS TEY CHARACTER ASSESSMENT ON PAGE 28	To aid clarity .

RC number	Para/pg no.	Recommended Change	Reasons
		OUT DESIGN MASTERPLANNING SUPPORT DOCUMENT	
RC 4.2	Paragraph 4.3	4.3 The Mark's Tey Character Assessment has been prepared by volunteers in the Neighbourhood Plan Steering Group. This work provides further detail on the parish's qualities, including those aspects (e.g. view points, locally valued landscape features and buildings) which are most valued by the wider community. <u>The Character Assessment is a key evidence base document supporting this plan and has been subject to formal consultation during the pre-submission stage. The document is available to view on the Parish Council website and, as at submission stage, will be available to view on the Colchester Borough website.</u>	Comment from Colchester Borough.
RC 5.1	Paragraph 5.3	5.3 This Neighbourhood Plan does not allocate sites for development <u>due to the wider strategic planning uncertainty for the plan area.</u> The Out Design Masterplanning report provides guidance to the community in terms of potential options for the future growth of the parish. The work has informed our understanding of priorities for the parish in spatial terms and we will use it when working with stakeholders, in particular, Colchester Borough. However, the NP Steering Group do not consider it prudent to identify development sites until a more definite and precise strategy is in place via Colchester Borough's draft allocation for the Colchester/Braintree Borders Garden Community (this is still at examination stage) and until more certainty is in place with regard to future strategic planning changes in the plan area. <u>changes along the A12 and A120 is known; measures which will have significant implications for the Marks Tey community.</u>	Withdrawal of the Garden Community from Part 1 of the Local Plan at examination stage.
RC 6.1	Paragraph 6.1.1	6.1.1 It is widely acknowledged by all stakeholders (county, parish council and residents) that traffic volumes, and congestion <u>and traffic-related noise</u> can be severe in the parish and that this has significant adverse impacts on the <u>environment, air quality and the ability to move around the parish as well as residential amenity for Marks Tey residents, visitors and employees. Both the Highways Agency and Essex County Council fully recognise the existing capacity</u>	To provide further context and clarification.

RC number	Para/pg no.	Recommended Change	Reasons
		<p><u>issues on the A120 and the A12¹. Traffic volumes on both the A120 and the A12 are only expected to increase leading to further unacceptable congestion on the A120 through the middle of Marks Tey village and along the A12.</u></p>	
RC 6.2	Paragraphs 6.13 to 6.1.7	<p>Amend these paragraphs as follows.</p> <p>A12</p> <p>6.1.3 The A12 for instance was in the 2015 to 2020 Road Improvement Programme for widening to three lanes each way from Chelmsford (junction 19) to the A120 (junction 25). A public consultation was held by Highways England January to March 2017 where four route options were presented.</p> <p>6.1.4 In October 2019, a further announcement was made to present the preferred route between junction 19 (Boreham Interchange) to 23 (Kelvedon South) and to clarify that further work was needed to determine their preferred route from junction 23 to junction 25 (in Marks Tey parish) due to complexities created by the garden community proposals presented in the Joint Local Plan. Highways England <u>then produced two alternative options for Marks Tey, one following the existing route past the shops, and an alternative route around the back of the shops.</u> These have been formally consulted upon, and with the <u>Planning Inspector's rejection of the Garden Community, Highway England in August 2020 announced their preferred route option to be on the existing route past the shops and leaving the existing road with a new Junction 25 between the Parish Hall and Anderson's employment site.</u> have stated in the October 2019 announcement that they will announce their preferred route from junction 23 to junction 25 once the Local Plans Inspector has reached a decision on the garden community proposal.</p>	To update the plan with respect to current infrastructure plans and in light of feedback from Essex County Council.

¹ See Regulation 14 representations

RC number	Para/pg no.	Recommended Change	Reasons
		<p><u>6.1.5 Until further information is made available, it is still uncertain how Highway England's preferred route will impact on current noise and air pollution and community severance issues created by the current A12 alignment (as described in Chapter 2 and Figure 2.1 of this NP). The Parish Council will work with Highways England and other stakeholders to seek ways in which traffic burden in Marks Tey from the A12 is minimised and the linkages between different parts of the village could be improved and increased.</u></p> <p>A120</p> <p>6.1.5 Essex County Council are due to recommend to Highways England and the Department for Transport the inclusion of a new dual carriageway A120 from Braintree to the A12. The County Council has considered options for routes and in June 2018 settled on a preferred route (Route D) which, if progressed by Highways England, would run from Galleys Corner at Braintree to a junction with the A12 to the south of Kelvedon.</p> <p><u>6.1.5 Essex County Council and partners continue to lobby for the dualing of the A120 between Braintree and Marks Tey at the earliest opportunity. The Government's Road Investment Strategy 2 (RIS2) announcement in March 2020 included commitment to progressing further development work on the A120 dualling including detailed design, land assembly and statutory processes that are required to prepare the scheme for delivery. The A120 dualling scheme is due to be considered for inclusion for construction in the RIS3 programme (2025 – 30).</u></p> <p><u>6.1.6 The scheme is regarded by ECC as being 'shovel-ready' so as soon as the funding is secured, the scheme is expected to commence. Were this funding bid to be successful, construction of the new road could commence in 2023 with the road ready to be used around 2026. The government is expected to announce in late 2019 its Road Investment Strategy and whether or not it includes the new A120 dual carriageway.</u></p>	

RC number	Para/pg no.	Recommended Change	Reasons
		<p><u>6.1.7 Due to the unacceptable volume of traffic, and congestion and traffic-related noise through the parish which is only expected to get worse, the Marks Tey community feels very strongly that these strategic transport improvements and more should and need to be delivered ahead of any new development coming forward in the parish. This feeling has been particularly strong against the context of Local Plan work which proposes the 1,350 to 2,500 homes to come forward during the period 2017 to 2032 as part of the Borough Council's planned Garden Community. At the local plan level, work on the Garden Communities policy has been halted following findings in summer 2018 by the examiner that the proposal had not been demonstrated to be viable or properly tested. Nonetheless, due to the issues at stake and the strength of local feeling, it is appropriate to include a policy on this.</u></p>	
RC 6.3	Paragraph 6.1.8	<p>Update this paragraph as follows: 6.1.8 There were aspirations with the proposed Local Plan for the Marks Tey Mainline Station to be relocated to the centre of the <u>previously proposed</u> new Garden Community (between Marks Tey and Feering/Kelvedon). <u>Since the withdrawal of the Garden Community from Part 1 of the Local Plan, –but it is now possible likely that it will stay in situ in Marks Tey. This is supported by the NP. In the short term and possibly in the long term, the</u> The Station with its accessibility, parking and activity will remain a prominent and growing feature of Marks Tey. The challenges that this creates pose issues for the Neighbourhood Plan.</p>	To update the plan in light of changes in the Part 1 to the emerging Local Plan
RC 6.4	Paragraph 6.1.16	<p>6.1.16 With regards to Marks Tey Station, the intention of Policy MT01, <u>whilst encouraging growth in use of the station,</u> is to ensure that proposals that will lead to increased passenger use of Marks Tey Station will only come forward where any potential negative impacts on road safety and residential amenity in Marks Tey parish are anticipated <u>and where possible, avoided,</u> planned for and appropriately mitigated against. No proposals should come forward which will lead to a poorer standard of road and pedestrian safety or residential amenity and all proposals should seek to improve both.</p>	Comment from Colchester Borough.
RC 6.5	Policy MT01	Amend the first and second paragraphs as follows:	To increased accuracy and in response to ECC comment.

RC number	Para/pg no.	Recommended Change	Reasons
		<p>Any development proposals found to be generating significant transport movements will not be supported in advance of the A12 road widening scheme and the a dualled A120 from Braintree to the A12 relief road being delivered. Furthermore, any such scheme should be accompanied by:</p> <ul style="list-style-type: none"> • evidence that road capacity is in place in Marks Tey, taking into account current and forecast traffic volumes along the A120 and A12; and • <u>mitigation measures necessary to protect the residential and street-scene environment along Coggeshall Road from traffic-related environmental impacts including noise and vibration, and poor air quality. Proposals which are designed to lead to an overall reduction in traffic volume along the A120 are welcomed.</u> <p>Other development proposals that will generate additional traffic movements in the parish will only be supported if it can be demonstrated through a transport assessment or, in the case of smaller schemes, in an accompanying Design and Access/<u>Planning</u> Statement, that the traffic impacts of the development on the A120 and the A12–will not lead to <u>unacceptable</u> adverse impacts on residential amenity in <u>the parish , or</u> the street scene environment along Coggeshall Road <u>(through the generation of traffic-related noise, air pollution or disruption),–air pollution and or on</u> road safety for all users including pedestrians and cyclists.</p>	
RC 6.6	Table 6.1	<p>Amend the table 6.1 as follows:</p> <p>1. First item (Provide a Green Bridge across the A12), second sentence:</p> <p>Replace ‘<i>This</i>’ at the start of sentence two with ‘<i>Enhanced access</i>’ “<u>Enhanced access</u> this could be in the form....”</p> <p>2. Add the following item under sub heading “Provide new pedestrian and cycleway connections” “<u>3. Maintain existing cycling routes from Marks Tey parish to neighbouring parishes (including the route from Marks Tey to Feering) and utilise opportunities to improve the quality and safety of the network and provide additional routes.</u>”</p>	<p>Improve clarity.</p> <p>To highlight the importance of the cycle route from Feering to Marks Tey as well as other routes.</p>

RC number	Para/pg no.	Recommended Change	Reasons
RC 6.7	Paragraph 6.2.7 (policy intent to MT02)	<p>Add the following policy intent paragraph in support of the policy</p> <p>6.2.7 The intention of Policy MT02 is to ensure that the need and opportunities to improve pedestrian and cyclist connectivity in the parish are considered as part of every development proposal. Proposals which involve new development without providing adequate access will not be supported. <u>The extent to which safe and attractive walking and cycling routes can be incorporated into a development sites will depend on the size of the development. However, even for minor development such as house extensions and infill development it is essential that safe and easy access for pedestrians and cyclists is provided.</u></p>	To clarify the policy intent and in response to ECC comment.
RC 6.8	Paragraphs 6.3.2	<p>Update text</p> <p>6.3.2 Essex County Council are due to recommend to Highways England and the Department for Transport the inclusion of a new dual carriageway A120 from Braintree to the A12. The County Council has considered options for routes and in June 2018 settled on a preferred route (Route D) which, if progressed by Highways England, would run from Galleys Corner at Braintree to a junction with the A12 to the south of Kelvedon. Essex County Council and partners continue to lobby for the dualling of the A120 between Braintree and Marks Tey at the earliest opportunity. The Government's Road Investment Strategy 2 (RIS2) announcement in March 2020 included commitment to progressing further development work on the A120 dualling and the A120 dualling scheme is due to be considered for inclusion in the RIS3 programme. The scheme is regarded by ECC as being 'shovel-ready' so as soon as the funding is secured, the scheme is expected to commence.</p> <p>6.3.3 Were this funding bid to be successful, construction of the new road could commence in 2023 with the road ready to be used around 2026. The government is expected to announce in 2020 its Road Investment Strategy and whether or not it includes the new A120 dual carriageway.</p> <p>6.3.4 A <u>The new A120 alignment planned by the County Council will alleviate congestion at the A120/A12 interchange and should also lead to reductions in</u></p>	To update text and in response to ECC comment.

RC number	Para/pg no.	Recommended Change	Reasons
		<p>traffic along the A120 in the village. <u>The County Council's favoured route (Route D) is only expected to deliver modest reductions (compared to other locations) in traffic volumes along the A120 in Marks Tey¹. The Neighbourhood Plan recognises that the proposed A120 improvements will not alone</u> it provides an opportunity for the A120 to become a local access route <u>or deliver a more pleasant environment for residents.</u> with a significantly increased pleasant environment for residents. However, even if the County Council are not successful in securing Highways England support for this scheme, there are still <u>The Plan therefore identifies other opportunities for improvements to take place along the A120 which would increase pedestrian safety and access at key junctions. Such measures should include...."</u></p> <p>1. <u>See Figure 6 in the 2017 consultation document the A120 Braintree to A12 Consultation on Route Options 17 January to 14 March 2017</u></p>	
RC 6.9	Policy MT03	<p>Amend Policy MT03 as follows:</p> <p>Policy Intent</p> <p>6.3.5 All proposals coming forward in the parish, which are likely to lead to additional traffic movements along the Coggeshall Road as defined on Map 6.2 should be assessed in terms of any adverse impacts on the Coggeshall Road street scene environment <u>and residential amenity</u>.</p> <p>POLICY MT03 – A120 COGGESHALL ROAD: A QUALITY STREET FOR ALL</p> <p>Development proposals coming forward in the parish which will lead to additional traffic movements along the Coggeshall Road, as marked on Map 6.2, shall be assessed in terms of their likely impact on <u>residential amenity and on the Coggeshall Road street scene environments.</u></p> <p>To be supported, development proposals must either:</p> <ul style="list-style-type: none"> • mitigate their impact through on-site measures or contribute towards the implementation of Coggeshall Road street scene enhancements (including 	To reflect more accurately the intention of this policy.

RC number	Para/pg no.	Recommended Change	Reasons
		<p>the creation of enhanced gateways into the village along the A120) (see paragraph 6.3.5); or</p> <ul style="list-style-type: none"> • demonstrate that there will be no adverse impacts on the Coggeshall Road street scene environment <u>or on residential amenity</u> as a result of the proposed scheme or that mitigation measures are otherwise not necessary as a result of the proposed development. 	
RC 6.10	Paragraph 6.5.1	<p>Amend paragraph 6.5.1 as follows:</p> <p>6.5.1 Marks Tey is defined as a rural community in the adopted Local Plan. The emerging Local Plan defines Marks Tey as a sustainable settlement (see Table SG1 in the submitted Local Plan) and Section 1 of the submitted Local Plan identifies the wider Marks Tey area as a location for a Garden Community. Policy ENV2 – Rural Communities in the adopted Core Strategy for Colchester Borough states that:</p>	To reflect the Local Plan changes in July 2020.
RC 6.11	Policy MT04 and supporting text	<p>Amend the supporting text to reflect that Part 1 of the Local Plan (the Garden Community) is no longer coming forward and amend the policy wording to allow for edge of settlement development to apply to minor development or larger schemes in exceptional circumstances.</p> <p>Refer to separate provided page. Exact wording still under review and will depend on what requirements Colchester Borough will issue to the Marks Tey group if any.</p>	To build in flexibility for edge of settlement development in limited circumstances now that the strategic development is no longer coming forwards.
RC 6.12	Paragraph 6.7.2	<p>Amend Paragraph 6.7.2 as follows:</p> <p>6.7.2 The character assessment we have prepared <u>has been submitted alongside this NP. It is also available to view at https://www.marksteyparish.org.uk/ . The character assessment</u> identifies qualities in the parish which we value. This includes...</p>	To clarify how the document can be accessed. In response to S1.
RC 6.13	Paragraph 6.7.6	<p>Insert additional paragraph after paragraph 6.7.6 as follows:</p> <p>Out Design Urban Analysis</p> <p><u>“6.7.7 The approach taken on design in the NP as a whole, has also been informed by the Out Design Masterplanning document which provided its own urban</u></p>	To note the relevance of the design analysis undertaken as part of the Out Design master planning work.

RC number	Para/pg no.	Recommended Change	Reasons
		<p><u>design analysis of the plan area. In this process, Out design used eight commonly recognised characteristics that successful places have in common (irrespective of architectural styles) set out in the Design Companion for Planning and Place Making (RIBA 2017). The document resulted in the following analysis:</u></p> <p>1. A distinctive sense of place (A place with a distinct character and pattern of development, streets and spaces, roofscapes and building materials.)</p> <p>Outcome: New development should strengthen Marks Tey's sense of identity, recognise its special qualities, and help to create a walkable, characterful village. Little Tey should remain as a distinct hamlet separate from Marks Tey.</p> <p>2. A place that is easy to get around (A place with convenient access where access to public transport is best; roads, footpaths and public spaces that are connected into well-used direct routes that lead to where people want to go.)</p> <p>Outcome: New development should be served by high quality frequent public transport and walking and cycling facilities to provide an easy alternative to private car. New streets should be designed to balance place and movement function and connect to existing streets providing direct and continuous links between homes, public transport and local amenities.</p> <p>3. Being fit for purpose, accommodate uses well</p> <p>Outcome: New homes and workplaces should be well built, fit for purpose and designed to be adaptable to different uses.</p> <p>4. A place with successful public space</p>	

RC number	Para/pg no.	Recommended Change	Reasons
		<p>(A place where public and private spaces are clearly distinguished. With lively public spaces and routes that that feel safe. Spaces should be well designed easy to maintain and suited to the everyone's needs.)</p> <p>Outcome: New development should retain historic landscapes and views and respect historic settlement boundaries. Open agricultural fields that provide clear separation between the Marks Tey and the neighbouring settlement of Copford to the east and between Marks Tey and the hamlet of Little Tey to the west should be retained and strengthened through hedgerow protection and renewal. A variety of public spaces and play spaces should be integrated with new development. Large open spaces such as sport pitches may be located on the periphery of the settlement to help connect it to the wider countryside</p> <p>5. A place that adapts to change (Successful places have to adapt to social, economic and technological change. A place that can change easily is likely to have flexible uses, buildings and spaces that are capable of being adapted to a variety of uses.)</p> <p>Outcome: Any new development should come forward in a manner which benefits existing residents and businesses. For Marks Tey a key challenge will be how new growth can help overcome existing severance. New infrastructure should come forward in advance of any new development.</p> <p>6. An appealing place that is easy to understand Outcome: New development should not just provide new homes but a balanced mix of homes, jobs and local retail and community infrastructure such as new health and education facilities. All new development should provide clear, easily navigable, safe and welcoming streets for all.</p> <p>7. A place with a mix of uses & activities</p>	

RC number	Para/pg no.	Recommended Change	Reasons
		<p>Outcome: Existing local businesses and skills should be retained and development brought forward in a manner that enables people to live and work in Marks Tey.</p> <p>Outcome: New development should provide a complementary mix of uses including local shops, employment space and community amenities such as health, education and public open space.</p> <p>8. Being efficient in how land and other resources are used</p> <p>Outcome: New development should facilitate public realm improvements within the neighbourhood centre. This would strengthen its role at the heart of the community, where people of all ages are able to come together, and enjoy the area.</p> <p>Outcome: New development should provide a complementary mix of uses (including local shops, employment space, community amenities such as health, education and public open space) in a manner which reduces, rather than exacerbates, existing fragmentation of shops and services.</p>	
RC 6.14	Policy MT05 Policy Intent	<p>Insert a paragraph after table 6.8 and before Policy MT05 as follows:</p> <p><u>Policy Intent</u></p> <p><u>6.7.24 The purpose of Policy MT05 is to ensure that all development proposals that come forward in the parish are of high quality and contribute positively to the existing character of the built-up and rural environment. The policy has been directly informed by the Marks Tey Character Assessment. With respect to its approach on design, the NP as a whole, has also been informed by the Out Design Masterplanning document which provided its own urban design analysis of the plan area (as described above) The policy will apply to all proposals involving new build including extensions to existing residential or buildings in other uses. Expectations will be proportionate to the size of a proposed scheme.</u></p>	To include missing Policy Intent and in response to S2.

RC number	Para/pg no.	Recommended Change	Reasons
		<p><u>6.7.25 Policy MT05 will apply against the context of national and strategic policy applicable to design. Applicable Local Plan policies are:</u></p> <ul style="list-style-type: none"> • <u>Core Strategy Policy SD1: Sustainable Development Locations,</u> • <u>Core Strategy Policy UR2: Built Design and Character,</u> • <u>Development Policies Plan Policy DP1: Design and Amenity, and</u> • <u>Emerging Local Plan Policy DM15: Design and Amenity.</u> <p><u>6.7.26 Both the emerging and adopted Local Plan signposts the Essex Design Guide published by Essex County Council as being a useful source for detail on achieving appropriate design in new development and avoiding undesirable impacts. The value in Policy MT05 in this NP is its direct relevance to the plan area and the way in which it highlights existing characteristics of value and challenges in the plan area.</u></p>	
RC 6.15	Policy MT05	<p>Amend the policy as follows:</p> <p>First line: Add <u>and settings</u> to the phrase ‘<i>the quality of the built environment</i>’.</p> <p>Line 13: Replace <i>considerations</i> with <u>recommendations</u></p> <p>Policy MT05 line 13, suggest change ‘<i>considerations</i>’ to ‘<i>recommendations</i>’ to add precision to the policy.</p> <p>Insert a section after “For proposals in the Potts Green Conservation Area” and before “For proposals in The Village” as follows:</p> <p><u>For proposals in the Roman River Character Area:</u></p> <ul style="list-style-type: none"> - <u>The importance of conserving or enhancing the Grade 1 listed St Andrews Church and its setting</u> - <u>Retaining the strong sense of tranquillity along Church Lane</u> 	In response to S1, S16 and S19

RC number	Para/pg no.	Recommended Change	Reasons
		<ul style="list-style-type: none"> - <u>Constraints imposed by narrow bridge on North Lane and areas of flood risk along the Roman River</u> <p>Insert a paragraph at the end of the policy as follows:</p> <p><u>Development proposals which adopt innovative approaches to the construction of low carbon homes and buildings which demonstrate sustainable use of resources and high energy efficiency levels (for example construction to Passivhaus or similar standards) will be welcomed.</u></p>	
RC 6.16	Paragraph 6.8.6	<p>Amend this paragraph as follows:</p> <p>Policy Intent</p> <p>6.8.6 We wish to support proposals which maintain or enhance existing landscape character and <u>visual amenity</u> in Marks Tey parish.</p>	In response to S1
RC 6.17	Paragraph 6.9.4	<p>Amend this paragraph as follows:</p> <p>6.9.4 The Marks Tey community values its local heritage and we want to ensure that our locally interesting buildings and <u>other heritage assets</u> are not lost or re-developed in a way that would negatively impact on their architectural significance. We want to protect these non-designated heritage assets².</p>	In responses to S1
RC 6.19	Paragraph 6.13.1	<p>Context and rationale</p> <p>Amend paragraph 6.13.1 as follows:</p> <p>6.13.1 The existing open spaces <u>green infrastructure</u> in the parish are <u>is</u> highly valued but provision of open space <u>green infrastructure</u> within the built-up area is of limited quality and there is scope to improve this. The Character Assessment identifies opportunities to enhance existing green space <u>infrastructure</u> in the parish including the rural lanes listed in Policy MT08 and the reinstatement of the historic green at Potts Green into a public open space. A number of opportunities have also been identified in the masterplanning support document on this:</p>	
RC 6.20	Second bullet point under 6.13.1	Amend bullet point as follows:	

RC number	Para/pg no.	Recommended Change	Reasons
		<ul style="list-style-type: none"> Roman River: the creation of a continue accessible green corridor to the east <u>north</u> of Marks Tey broadly following Roman River Corridor and the surrounding countryside to encourage active lifestyles.... 	
RC 6.21	Third bullet point under 6.13.1	<p>Amend first bullet point under sub-heading 'The Parish Hall Recreation Ground' as follows:</p> <p>The Parish Hall Recreation Grounds</p> <ul style="list-style-type: none"> a landscaping scheme <u>strategy</u> to better integrate play and sports facilities within the grounds the provision of better pedestrian access to the Parish Hall and improved cycle facilities the provision of habitat-rich tree and shrub planting. 	
RC 6.22	Policy MT10	<p>POLICY MT10 PROTECTING AND ENHANCING THE QUALITY AND QUANTITY OF OUR OPEN SPACE <u>GREEN INFRASTRUCTURE</u></p> <p>New development proposals will be expected to contribute to the provision of open space <u>green infrastructure</u> in the parish in terms of both quality and/or quantity having regard to the following priorities and aspirations:</p> <p>Priorities and aspirations regarding the creation of new <u>infrastructure</u> open space:</p> <ol style="list-style-type: none"> Connecting and interlinking exiting <u>green infrastructure</u> open spaces; The creation of new public footpaths which link in with exiting public rights of way network and offer enhanced access to the countryside; An aspiration to create a continuous, accessible green corridor to the West of Marks Tey; An aspiration to create a continue accessible green corridor to the east of Marks Tey broadly following Roman River Corridor and the surrounding countryside; and Reinstating the historic Potts Green as a public open space. 	

RC number	Para/pg no.	Recommended Change	Reasons
		<p>Priorities and aspirations regarding improvements to the quality of open space green infrastructure:</p> <ul style="list-style-type: none"> vi. Improved landscaping scheme that benefits wildlife in the recreation ground; vii. Improved pedestrian and cycle friendly access from residential areas to the recreation ground; viii. Improved planting on the Marks Tey residential estates; ix. Improved play facilities on the Marks Tey residential estates; and x. Enhancements to the rural lanes identified in Policy MT09. <p>Proposals involving the loss of an area of open space will only be supported where development is necessary to facilitate the relocation of the existing Parish Hall to a more suitable site, should this be needed. In such a case, a new equivalent or better type or quality of open space should be provided.</p>	
RC 6.23	Paragraph 6.14.2	<p>Amend the citation at end of paragraph as follows:</p> <ol style="list-style-type: none"> 1. Little Tey Churchyard (reference Co14) See page 32 of Colchester Borough Local Wildlife Sites Review 2015 (published in 2017 by Essex Ecology Services Limited). 2. Co31 Marks Tey Brick Pit (<u>reference Co31</u>) (9.0 ha) TL 910244 Page 54. 	To improve readability. In response to S1.
RC 6.24	Paragraph 6.14.4	<p>Amend paragraph 6.14.4 as follows:</p> <p>6.14.4 The deciduous woodland behind the Methodist Church along the Old London Road is also identified as a locally important <u>parish</u> wildlife site since it is one of very few areas of deciduous woodland in the parish.</p>	To improve clarity in response to S1.
RC 6.25	Paragraph 6.14.6	<p>Insert a new paragraph after Paragraph 6.14.6</p> <p><u>“Parts of the designated Neighbourhood plan area for Marks Tey lie over Source Protection Zones. Policy MT11 therefore requires of development proposals on land that may be affected by contamination to be accompanied by a Preliminary Risk Assessment so that any risk to water quality can be understood and addressed accordingly”</u></p>	
RC 6.26	Policy MT11	Insert an additional paragraph to the end of policy MT11	

RC number	Para/pg no.	Recommended Change	Reasons
		<u>"In the case of development proposals coming forward on land that may have been affected by contamination (for example, as a result of its previous use and that of the surrounding land or development that potentially may cause contamination), sufficient information should be provided with the planning application to satisfy the requirements of the NPPF for dealing with land contamination. This should take the form of a Preliminary Risk Assessment (including a desk study, conceptual model and initial assessment of risk), and provide assurance that the risk to the water environment is fully understood and can be addressed through appropriate measures."</u>	
RC 6.27	Paragraph 6.17.4	Amend the paragraph as follows: Delete all sections of the paragraph with the exception of the first sentence.	To improve readability. In response to S1.
RC 6.28	Paragraph 6.17.5	Amend paragraph 6.17.4 as follows: Marks Tey NP Questionnaire 2017 results: 6.17.5 The survey received over 300 responses and proportionally there was a higher response rate from the over 55 age group (see survey). Key results from the survey were: <ul style="list-style-type: none"> • There was agreement <u>for a need for range of property types (1 and 2 bedroom properties, 2 and 3 bedroom properties, 3 and 4 bedroom properties, bungalows, terraced properties, semi-detached properties, detached and retirement properties) but not for flats and apartments or 4 + bedroom properties. all the property types mentioned in question 12 other than for flats and apartments and 4+ bedroom properties.</u> • There was overall agreement <u>that new properties should have a minimum garden size and that flats and apartments should have access to a shared garden space in addition to parking. with the statements regarding garden sizes and affordable housing.</u> • The majority of respondents lived in 3 to 4 bedroom houses and 20% lived in bungalows 	To improve readability. In response to S1.

RC number	Para/pg no.	Recommended Change	Reasons
		<ul style="list-style-type: none"> Just under 20% said they would be looking to move in the next 5 years and 15% in the years following this. Of those looking to move, over 50% were looking for 1-2 bedroom properties, 30% for a 3-4 bedroom property. Over 40% were looking for a bungalow and just under 40% would look for a house. Ten per cent of respondents said they had family who had moved away from the parish because they were unable to find suitable accommodation 	
RC 6.29	Policy MT15 and supporting text	<p>Amend the policy and provide a map in order to provide clarity with regards to the intentions of the NP and the actual extent of the land being allocated for employment use. Policy amendments should also accurately reflect the existing highway constraints on this site.</p> <p>Refer to separate provided page.</p>	To ensure the plan is clearly written and unambiguous so it is evident how a decision maker should react to a development proposal.
RC 6.30	Policy MT06	<p>Correct the map reference in the policy (should be 4.3 to 4.7 and not 3.3. to 3.7). Also, to assist the reader signpost map references against each identified view.</p>	To improve clarity and correct an error.
RC 6.31	Paragraph 6.12.2 and Policy MT09 – Local Green Spaces	<p>6.12.2 An assessment has been undertaken of the green spaces within the parish. This work has resulted in the identification of the following spaces as suitable Local Green Spaces.</p> <ul style="list-style-type: none"> Colne Park Estate Play Area Colne Park Estate Recreation Area Pond and Seating Area by Little Tey Church <u>Parish Hall Recreation Ground</u> <p>Amend Policy MT09 as follows:</p> <p>POLICY MT09 - LOCAL GREEN SPACES</p> <p>The following green spaces, which are also shown on the map below, are designated Local Green Spaces as defined in the National Planning Policy Framework.</p> <ul style="list-style-type: none"> Colne Park Estate Play Area Colne Park Estate Recreation Area 	Changes to the Local Plan mean that there is no longer a rationale to keep options open with regards to the Parish Hall Recreation Ground. The previous rationale for possibly moving the Parish Hall and the associated recreation ground was linked closely to requirements for large scale new housing and a priority to ensure community facilities are located in the heart of residential areas and locations that are easily accessible.

RC number	Para/pg no.	Recommended Change	Reasons
		<ul style="list-style-type: none"> • Pond and Seating Area by Little Tey Church • <u>Parish Hall Recreation Ground</u> <p>Proposals for any development on Local Green Spaces will be resisted other than in very special circumstances. <u>In the case of the Parish Hall Recreation Ground, very special circumstances would apply if better provision in a location which is more accessible by foot for parish residents (to be confirmed through community consultation) is secured during the plan period.</u></p>	
RC 6.32	Paragraph 6.19.6	<p>Amend paragraph 6.19.6 and Insert a new supporting paragraph after paragraph 6.19.6:</p> <p><u>“In the above context, there has been some discussion of the idea of a ‘green bridge’, a widened, landscaped platform crossing the A12 from the shops. We will seek to secure this green bridge when the detail of the A12 strategic road improvements comes forward. See Community Action 8”</u>Should a future new route for the A12 be agreed reducing the current road to a County highway, then possibly the carriageway adjacent to the shops could be used for some multi-storey car parking for the shops and the station in combination with more retail and the ‘green bridge’.</p> <p><u>“6.19.7 The NP group have looked at all the different land uses in and around the London Road centre. Appendix 1 to this NP shows the results of this assessment. This work has resulted in the drawing up of an extent encompassing the variety of different land uses that are considered to make up the village centre uses in this part of Marks Tey parish. To reflect more accurately the variety of different village centre uses that Marks Tey residents may use when visiting this area, this boundary extends beyond the boundary defined in the Local Plan as the London Road Parade. This boundary is appropriate considering the changes made to the Use Classes Order¹ that introduced the new Use Class E which now provides one use class for shop use, financial and professional services, café/restaurants, office use and other commercial uses often associated with town centres.</u></p>	

RC number	Para/pg no.	Recommended Change	Reasons
		<u>1. through the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020</u>	
RC 6.33	Paragraph 6.19.7	<p>Policy Intent</p> <p>6.19.7 London Road parade is already protected by the Local Plan. The purpose of this policy is to:</p> <p>i. encourage new uses at the London Road parade <u>London Road Centre</u> where these uses will help strengthen the commercial viability of the London Road parade area, thereby securing the provision of essential services (such as the post office) to parish residents.</p> <p>ii. Encourage improvements to the accessibility of the London Road parade shops <u>London Road Centre</u> particularly for pedestrians and cyclists. The pedestrian environment should be made safer and more welcoming. In addition, we wish to increase the amount of off-street car parking at that <u>at that</u> is available for customers to use.</p>	
RC 6.34	Policy MT14	<p><u>POLICY MT14 – LONDON ROAD PARADE CENTRE</u></p> <p>To be supported, development proposals coming forward in the London Road Parade <u>Centre</u> (as shown on Map 6.9) must:</p> <ul style="list-style-type: none"> • maintain or enhance the range of local shops, services and community facilities; • utilise opportunities to enhance the street scene environment; and • provide for customer car parking where this is needed by the proposed scheme; and • <u>maintain or enhance residential amenity for existing and future residents.</u> <p>Proposals which enhance the street scene environment for pedestrians for example through continuous footpaths, tree & shrub planting, new cycle facilities and street lighting area will be particularly welcomed.</p>	

RC number	Para/pg no.	Recommended Change	Reasons
RC 6.35	Policy MT07	Remove item 10 from the policy (Old Farm Buildings, Marks Tey hall).	To correct an error in response to S11.
RC 6.36	Paragraph 6.1.15	Amend the paragraph as follows: 6.1.15 Whilst it would not be reasonable to veto all <u>minor</u> development proposals <u>(so long as they wouldn't generate unacceptable impacts on the community)</u> ahead of these strategic transport infrastructure schemes it is appropriate to resist the more <u>major and significant proposals</u> on this basis.	
RC 6.37	Paragraph 6.18.1	Amend as follows: 6.18.1 Marks Tey offers excellent road and rail connections (present and proposed schemes) for new business development and could easily be developed as hub location for new university, hospital, retail distribution centre, civil administration or emergency services facilities. This is supported by the high speed internet infrastructure on the A12. <u>The NP is supportive of all existing businesses across the parish</u> As reflected in policies MT13 and MT14 below, the NP is, in principle, supportive of new business development along the A12 corridor. Business facilities alongside major trunk roads reduces noise, light and air pollution from roads affecting housing areas. New businesses would benefit from any new housing development nearby, offering local working and less commuting traffic.	To reflect more accurately the value attached to all businesses in the parish, not just those along the A12 corridor.
RC 7.1	Community Action 3	Retitle to "Community Action 3 – London Road Centre"	
RC 7.2	Insert a new community action	Insert the following community action: Community Action 8 – A12 and A120 strategic road improvements The PC will seek a partnership commitment with the Highways Agency and Essex County Council to significantly reduce traffic and congestion in the village while pursuing the A12 and A120 strategic improvements.	To reflect community and NP steering group intentions.
RC Map 1	Map 6.1 and key	The map and key to be laid out on opposite sides of the same double page to allow easier reading on the paper version of the plan	To improve readability of the plan and in response to S3 comment.
RC Map 2	Create new Map 6.10	Create new map 6.10 to communicate the exact extent to which the policy applies.	To ensure the plan is clearly written and unambiguous so it is

RC number	Para/pg no.	Recommended Change	Reasons
			evident how a decision maker should react to a development proposal
RC Map 3	Amend Map 3.2	Add footnote to Map 3.2 to state the following: ‘The North Essex Garden Community is no longer being progressing following withdrawal from the Local Plan in July 2020.’ Or amend Map 3.2 and delete the NEGC altogether.	To bring up to date.
RC Map 4	Map 6.9	Change title from ‘London Road Parade’ to ‘London Road Centre’	To distinguish more clearly between this and the Local Plan extent and to reflect the intention of the policy more clearly
RC Map 6	Map 4.7	Remove the dot showing non designated heritage asset for Old Farm Buildings, Marks Tey Hall	
Appendix 1	London Rd Commercial Area	Insert the assessment of London Road Centre as defined by the NP steering group.	To support policy MT14

Appendix 11 to the Marks Tey Neighbourhood Plan Consultation Statement

Pre-submission consultation on the Marks Tey Neighbourhood Plan: Statutory consultation bodies directly contacted at Regulation 14 stage.

Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations	Relevant organisation for Marks Tey Neighbourhood Plan
	Individual contacted and method/date:
Local Planning Authority	By email 18 th Feb and 14 th April 3 borough councillors 18/2/2020 and 14/04/2020. CBC planning – emailed 18/02/2020 and 14/04/2020
County Council – Essex County Council	Officer by email 18 th feb and 14 th April County Councillor 18/2/2020 and 14/04/2020.
Neighbouring Local Planning Authority– Braintree District Council	CSC@braintree.gov.uk – by email 18 th Feb and 14 th April
Neighbouring Parish – ALDHAM PC	Clerk – By email 18 th feb and 14 th April
Neighbouring Parish – GREAT TEY PC	Clerk – By Email 18 th feb and 14 th April
Neighbouring Parish – EASTHORPE PC	Clerk – by email 18 th feb and 14 th April
Neighbouring Parish – COPFORD PC	Clerk – by email 18 th Feb and 14 th April
Neighbouring Parish – FEERING PC	Clerk – by email 18 th feb and 14 th April
The Coal Authority	Posted 27 th Feb 2020
Homes and Communities Agency	enquiries@homesengland.gov.uk – emailed 27/02/2020
Natural England	Officer – email – 18 th feb and again 14 th April
Environment Agency	planning.ipswich@environment-agency.gov.uk – email 18 th feb and 14 th April
Historic Buildings and Monuments Commission for England	eastplanningpolicy@historicegland.org.uk email – 18 th Feb and 14 th April
Network Rail Infrastructure Limited	Officer – emailed 27/02/2020
Highways Agency	Officer – emailed 18/02/2020 and 14/04/2020
Marine Management Organisation	
Any person i) to whom the electronic code applies by virtue of a direction given under section 106 (3) (a) of the Communications Act 2003; and ii) who owns or controls electronic communications apparatus situated in any part of the area of the local planning authority	T Mobile – posted 27/02/2020 EE – info@mobileuk.org – emailed 27/02/2020 THREE – emailed 27/02/2020 Orange – posted 27/02/2020 Hutchinson 3G – posted 27/02/2020 British Telecoms – 27/02/2020 Virgin Media – 27/02/2020 Vodafone – info@mobileuk.org – emailed 27/02/2020 Arqiva – posted 27/02/2020
Where it exercises functions in any part of the neighbourhood area: <ul style="list-style-type: none"> A primary care trust established under section 18 of the NHS Act 2006 or continued existence by virtue of that section 	NHS England NHS North Essex CC Group 25/2/2020 and 27/2/2020 UK Power Networks - emailed 27/02/2020 British Gas Connections Limited – posted 27/02/2020 ES Pipelines limited – posted 27/02/2020 Anglia Water Services — emailed 27/02/2020

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Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations	Relevant organisation for Marks Tey Neighbourhood Plan
<ul style="list-style-type: none"> • A person to whom a license has been granted under section 6 (1) (b) and (c) of the Electricity Act • A person to whom a license has been granted under section 1(2) of the Gas Act 1986 • A sewage undertaker • A water undertaker 	<p>Anglia Water — emailed 27/07/2020</p> <p>Essex and Suffolk Water — emailed 27/02/2020</p> <p>National Grid Plant Protection – emailed 27/07/2020</p> <p>National Grid — posted 27/02/2020</p>
<p>Voluntary bodies some or all of whose activities benefit all or any part of the neighbourhood area</p>	<p>Community group – Young at Heart and Community Library contacted 27/02/2020</p> <p>All hirers or the hall emailed 27/02/2020</p> <p>Ramblers Association emailed: 27/2/2020 & 28/4/2020</p> <p>Essex Wildlife Trust: 26/2/2020 & 28/4/2020</p> <p>Age Concern, Colchester, emailed: 27/2/2020 & 27/4/2020</p>
<p>Bodies which represent the interests of different racial, ethnic or national groups in the neighbourhood area</p>	<p>Colchester Chinese Association, St Botolph's Street – posted 27/02/2020</p> <p>Colchester Nepalese Society – emailed 27/02/2020</p> <p>East Anglian Indian Association – Mill Road Colchester – Posted 27/02/2020</p> <p>Colchester Islamic cultural Association – priory street – posted 27/02/2020/</p>
<p>Bodies which represent the interests of different religious groups in the neighbourhood area</p>	<p>St Andrews Church, Marks Tey – posted 27/02/2020</p> <p>Little Tey Church – 27/03/2020</p> <p>Marks Tey Methodist Church Hall – posted 27/07/2020</p> <p>Colchester Methodist Church – email: 1/3/2020</p> <p>St Andrews C of E Voluntary Controlled Primary School Marks Tey, Wormingford – posted 27/02/2020</p>
<p>Bodies which represent the interests of persons carrying on business in the neighbourhood area</p>	<p>All businesses in Marks Tey contact by email or post – 27/02/2020</p> <p>NJB Shocks Ltd</p> <p>Encred Ltd</p> <p>Spic N Span</p> <p>Victor Chapman</p> <p>Chapman Airports Safes Ltd</p> <p>Whitehall Electrical</p>

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Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations	Relevant organisation for Marks Tey Neighbourhood Plan
	<p> Margaret's Frozen Luxuries Ltd Whitehall Electrical Copford KA Spares Copford KA Spares MSG Carpenters Ltd BOR Scaffolding Ltd S H Caravans MTA Contractors Ltd Gaudian Secure Storage Ltd Live lands Office Janes Pantry Premier Foods Fortune House Seahorse Jhaal Trident Motors Bungalow Diner Kennings Shell Shell UK Travellers Check The Red Lion Way to the Raj R Bartrop Jacks Tracks Sarah Daniel Wicks American Dreams Abbeygate Audit W H Collier Ltd Marks Tey Products Poplar Nurseries Birds in the Barn Godbolts Nursery Trading Spaces Ltd Shed Centre D Byford & Sons Camperite Bluegoose Figaro Floor Designs Deloto Dog Grooming Marks Tey Enterprises By Pass Nurseries Gary Todd BSG Supplies </p>

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Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations	Relevant organisation for Marks Tey Neighbourhood Plan
	<p>Blackstone Contractors Ltd Penny Meadows Lifestyle Ltd Rosewood Car Sales Interbike Cycles Ede & Wilkinson Ltd Cooper & Broome A Willsher & Sons Ltd Marks Tey Auto Spares Marks Tey Pharmacy Wendy's Hair & Beauty Terlingfair Lifesaver Systems Ltd John Austin John Danby Racing Highfields Nursery Tey Vehicle Restorations Global Stone Swim to Swim AK Metals Elizabeth Burden Grasshopper Horticultural ASM Scaffolding Services Ltd Industrial Water Jetting ECS Car Sales Tey Gardens capes Ringway Highway Services Shell UK Filling Station Colchester Commercials Anstone Transport Services Ltd Trimmers Hair Waterwise Pond Life Premier Plaster Crafts Westwood Construction Holdings R Bartrop Great Tey Metalcraft Alpha Lift Engineering Services ACCJ Properties Ltd A & D Civils Ltd English Associates JMW Motorsport Spare Moments Tarmac Southern Swift Brickwork Contractors</p>

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Consultation Body under Schedule 1 of the Neighbourhood Planning Regulations	Relevant organisation for Marks Tey Neighbourhood Plan
	Tey Solutions Ltd BCD Softech Ltd Seawood Properties Ltd Long Track Studios Solitude Jewery SIG Insulation TPD Interiors Furniture Outdoors ASAP Accounting Jjba Coffee Link
Bodies which represent the interests of disabled persons in the neighbourhood area	Autism Anglia – Hirer at the hall emailed 27/02/2020

In addition, the following landowners were directly contacted:

RF West: 24/2/2020

Gateway 120/cirrus: 4/3/2020

F Whyte 24/2/2020

Meeting Place Communications (A Modvadia): 24/2/2020

J&C Rayner: 24/2/2020 and 28/2/2020

I Melrose: 2/3/2020 and 27/4/2020

Colliers (N Lax): 3/3/2020 and 27/4 2020 (to J Boyden)

Mr P. Copeman 28/3/2020

Andersons 24/2/2020

Also:

MP Priti Patel 8/2/2020 and 14/4/2020