

Summary of Comments	Response
<p><b>Highways</b></p> <ul style="list-style-type: none"> <li>Woodland should be extended between Parcel A and the A12 to reduce road noise.</li> <li>Access off Baker's Lane will be unacceptable to residents and users of bakers Lane/ Spring Lane.</li> <li>There is nothing about pavements or lighting. Bakers lane has no pedestrian areas and is not lit at all, unsuitable for 100+.</li> <li>Widening of the road should be considered for Bakers Lane and Spring Lane.</li> <li>Accessing the A12 northbound is a challenge from Bakers Lane, particularly as Bergholt Road has severely restricted traffic flow closer to North Station.</li> <li>The Bergholt Road bottleneck will only get worse for people wanting to access Colchester North Station and the Town Centre.</li> <li>Road noise from the A12 will affect property value and housing desirability.</li> <li>Bakers Lane is unsuitable for traffic levels, it cannot be upgraded as there are constraints either side.</li> <li>Focus on broadening Bakers Lane and Bergholt Road.</li> <li>What is the plan for current traffic on Bakers Lane during the build out stage?</li> <li>Bakers Lane floods after heavy rain and empties into those fields.</li> <li>Parcel A is on the bend of a lane, raising safety concerns.</li> <li>The lane is poorly maintained, resulting in many potholes.</li> </ul>	<ul style="list-style-type: none"> <li>The woodland is beyond the boundary of this proposal, however road and railway noise has been considered as part of our proposals with appropriate measures put in place to minimise the impact of the A12 and railway line (see Noise Assessment).</li> <li>Our highways consultants have undertaken in depth capacity studies of the local highway authority. The proposed access arrangement has been carefully assessed and is considered to be the most appropriate location for delivering a safe form of access to the site. This has been agreed in principle with Essex County Council (ECC).</li> <li>A new footway on the west side of Bakers Lane between the development and existing footways to the east is proposed. Dropped kerbs with tactile paving crossings will be provided on Bakers Lane and the two new side junctions to promote a safe and direct route into the town centre.</li> </ul> <p>Improvements are proposed to Bakers Lane street lighting to comply with local highway authority standards.</p> <ul style="list-style-type: none"> <li>There is no evidence that the value of properties will be affected as a result of the proposals. In addition road and railway noise has been considered as part of our proposals (see Noise Assessment).</li> <li>Our highways consultants have undertaken in depth capacity studies of the local highway network. Site surveys and 'TRIP' data indicate the local highways network could meet the capacity of the additional homes proposed (See Transport Assessment). This has been agreed in principle with ECC.</li> <li>It is normal for a Planning Condition to be put in place a detailed stage ensuring site access is established prior to other works commencing on site, ensuring existing highways are kept free from construction traffic (other than travelling to and from the site).</li> </ul>

	<ul style="list-style-type: none"> <li>Bakers Lane is within the adopted highway boundary and are therefore the responsibility of ECC.</li> <li>The existing change in speed limit (to 30mph) is to be relocated to the south of the proposed site access.</li> <li>The proposed access arrangement has been carefully assessed and is considered to be the most appropriate location for delivering a safe form of access to the site. This has been agreed in principle with ECC.</li> <li>Bakers Lane is within the adopted highway boundary and are therefore the responsibility of ECC.</li> </ul>
<p><b><u>Wildlife and Vegetation</u></b></p> <p>Woodland should be extended between Parcel A and the A12, will help protect local wildlife and vegetation.</p>	<ul style="list-style-type: none"> <li>The majority of trees and hedgerows will be retained. Some low quality trees and hedgerows require removal in order to facilitate site access and the developable area. New tree planting will mitigate proposed loss of low quality material. Please see the Arboricultural Assessment.</li> <li>The proposals incorporate an extensive amount of Green Infrastructure, equating to 5 ha, which will provide enhanced biodiversity to compensate for potential impact of the proposed development. Please see Ecological Appraisal.</li> </ul>
<p><b><u>Drainage</u></b></p> <ul style="list-style-type: none"> <li>Woodland should be extended between Parcel A and the A12 – It will help with drainage.</li> <li>The houses at the far end of Bakers Lane use septic tanks, will sewage issues be addressed?</li> </ul>	<ul style="list-style-type: none"> <li>The new development will have a mains connection to the sewage network.</li> <li>The Sewage Undertaker (Anglian Water) has confirmed that the public sewer to which a connection is proposed has available capacity to accommodate the foul flows from the development and has no concerns regarding connection. Please see Foul Drainage Analysis.</li> </ul>
<p><b><u>Local Infrastructure</u></b></p> <ul style="list-style-type: none"> <li>There is little to no information on Waste collection and the capacity of local schools and hospitals. Needs to be more information on how it is to be tackled.</li> <li>The school already services a large development in Braiswick Park.</li> </ul>	<ul style="list-style-type: none"> <li>Braiswick is an accessible village identified within the adopted Core Strategy as part of the North Colchester Urban Area. To promote sustainability, significant growth is identified within this Urban Area with services able to expand to meet growing needs.</li> </ul>

<ul style="list-style-type: none"> <li>• There is no sewage, electricity or gas in place.</li> </ul>	<ul style="list-style-type: none"> <li>• The capacity of local schools will be investigated and where appropriate contributions to mitigate the impact of the proposals will be provided as part of the S106 Agreement.</li> <li>• The capacity of local medical facilities will be investigated and where appropriate contributions to mitigate the impact of the proposals will be provided as part of the S106 Agreement.</li> <li>• CIL/S106 contributions will ensure that the development will not have a detrimental impact on the local infrastructure. These will be paid directly to CBC / ECC where necessary.</li> <li>• Initial investigations have not highlighted any concerns or engineering difficulties with servicing the proposed development with new gas, water, electric or telecommunications connections. Please see Utilities Statement (appendix to Planning Statement).</li> </ul>
<p><b>Affordable Housing</b></p> <ul style="list-style-type: none"> <li>• Braiswick currently has no affordable housing and this development proposes 25%, somewhere else would be more suitable and cheaper.</li> <li>• What sizes will the houses vary by? Need more 4-5 bedroom house.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposals will provide an 'above policy compliant' 25% affordable housing, helping to address the severe shortfall in the district.</li> <li>• Affordable housing provided on site will be transferred to a Registered Provider who will allocate housing based on local priorities and ensure properties are priced at an affordable level and remain so in perpetuity.</li> <li>• The proposals will consist of a good mix of housing sizes and tenures to reflect the needs of the community; this will include a large proportion of 4-5 bedroom homes. The precise mix will form part of a Reserved Matters application.</li> </ul>

<p><b>Heritage</b></p> <ul style="list-style-type: none"> <li>This land is bounded by English Heritage protected scheduled monument. It is important to national heritage that it is protected from housing development.</li> </ul>	<ul style="list-style-type: none"> <li>Our Heritage and Archaeological consultants have had detailed discussions with Historic England and Colchester BC Archaeological Officer, agreeing which parts of the site can be developed. The result being that the field to the west of the scheduled monument should be retained as public open space.</li> <li>The proposals demonstrate a well-considered approach to the landscape and context of the site adjacent to the scheduled monument. The existing vegetation forms the basis of a robust Green Infrastructure framework in which to set the development and it has been assessed that the site's landscape character has the ability to absorb change as presented by the Development Framework Plan.</li> </ul>
<p><b>Other</b></p> <ul style="list-style-type: none"> <li>Are there plans to link the green spaces between your new development and New Braiswick Park?</li> <li>Light pollution from new development affecting current residents backing onto the development.</li> </ul>	<ul style="list-style-type: none"> <li>Our Heritage and Archaeological consultants have had detailed discussions with Historic England and Colchester BC Archaeological Officer, agreeing in principle maintenance and improvements to the scheduled monument, including linking the site with the scheduled monument and informal footpath links.</li> <li>The lighting scheme (details of which would be provided at the reserved matters stage) can be designed to minimise light spill onto neighbouring property.</li> </ul>

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