

LOCAL DEVELOPMENT FRAMEWORK PANEL

AGENDA



THIS MEETING IS OPEN TO THE PUBLIC

Date: Wednesday 24th September 2008

Time – 6.00pm

Venue: Committee Room 1, Causeway House, Bocking End, Braintree

Membership:

Councillor Miss L Barlow	Councillor H J Messenger
Councillor G Butland	Councillor Lady Newton
Councillor N R H O Harley	Councillor Mrs W D Scattergood
Councillor M C M Lager	Councillor Miss M Thorogood
Councillor N G McCrea	Councillor R G Walters

Members are requested to attend this meeting, to transact the following business: -

PUBLIC SESSION

1. Apologies for Absence

To note that Councillor Mrs W D Scattergood has given her apologies for absence

2. Declarations of Interests

To declare the existence and nature of any 'personal' or 'personal and prejudicial' interests relating to items on the agenda having regard to paragraphs 8 to 12 (inclusive) of the Code of Conduct for Members in Part 5 of the Constitution and having taken appropriate advice (where necessary) before the meeting.

Any Member with a 'personal and prejudicial' interest to indicate whether he/she intends to make representations in accordance with paragraph 12 (2) of the Code of Conduct as part of Question Time.

3. Minutes. To approve as a correct record the minutes of the meeting held for the Local Development Framework Panel on 4th September 2008 (copy enclosed).

4. Question Time. Immediately after the Minutes of the previous meeting have been approved there will be a period of up to 30 minutes when members of the public can speak about Council business or other matters of local concern. During this period Councillors who have declared a personal and prejudicial interest in any item of business on the agenda may also speak as permitted by the Council's Code of Conduct for Members. Whilst members of the public can remain to observe the whole of the public

part of the meeting, Councillors with a Personal and prejudicial interest must withdraw whilst the item of business in question is being considered. Members of the public wishing to speak should contact the Council's Member Resources Section on 01376 552525 or e-mail melanie.ward@braintree.gov.uk prior to the meeting. The Council's "Question Time" leaflet explains the procedure and copies of this may be obtained at the Council's offices at Braintree, Witham and Halstead.

At the time of compiling the agenda there were no questions.

5. **Draft Highways Assessment of Impact of Potential Local Development Framework Sites on Existing Junctions.** To receive a preliminary report on the findings of the Mouchel Study. (Report attached – page 1)
6. **Draft Braintree District Sustainable Community and Core Strategy.**
To approve the draft report for public consultation. (Report to follow)
7. **Consultation Arrangements for the Draft Sustainable Community and Core Strategy**
To approve the public consultation arrangements. (Report attached – page 8)
8. **Urgent Business.** To consider any matter, which in the opinion of the Chairman, should be considered in public by reason of special circumstances (to be specified) as a matter of urgency.

To agree the exclusion of the public and press for the consideration of the following items for the reasons set out in Part 1 of Schedule 12(A) of the Local Government Act 1972.

PRIVATE SESSION

Urgent Business. To consider any matter, which in the opinion of the Chairman, should be considered in private by reason of special circumstances (to be specified) as a matter of urgency.

At the time of compiling the agenda there were no items for inclusion in this part of the agenda.

If you require any further information relating to this agenda or wish to forward your apologies for absence, please contact Melanie Ward on (01376) 551414 Extn: 2616.

**Draft Highways Assessment of Impact of Potential Local Development Framework
Sites on Existing Junctions**

Agenda Item 5

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Background Papers: Mouchel Study of Highways Assessment of Potential Local Development Framework (LDF) Sites on Existing Junctions. The full Draft report is available on the Council's website following links to Planning/ Planning Policy/Local Development Framework /Evidence Base.

Financial Implications: Infrastructure improvement costs that will be required to implement the LDF.

Equalities Implications: Accessibility issues.

Legal Implications: Relating to highway safety.

Options: To note the Consultants findings on junctions.

Risks: Selection of LDF Growth Areas could have detrimental impacts upon existing junctions.

EXECUTIVE SUMMARY

The Draft Consultants Study considers the effects of potential growth areas in Braintree and Witham upon junctions.

- It includes an assessment of the effect of a link road between Springwood Drive and Panfield Lane and recommends that HGV's should be prohibited from using this.
- It identifies significant congestion at some junctions, associated with a proposed growth area at land off Panfield Lane, Braintree. (The growth level of 650 dws at Panfield Lane examined by the Consultants has been reduced to 500 dws in the Draft Core Strategy).
- It examined impacts of a site north of the A120 in Braintree, which has not been selected as a potential growth area, but could be an alternative site.

- It identified only a minor impact upon junctions associated with the proposed Business Park south-west of Great Notley.
- It identifies significant congestion at a junction in Witham, associated with the proposed growth area north-east of Witham and some congestion for the northbound A12 slip road in Rivenhall.
- It also predicts significant congestion at junctions associated with the south-west Witham growth area proposals (the growth level of 1,000 dws examined by the Consultants has been reduced to 600 dws in the Draft Core Strategy).
- It concludes that some amendments to junction layouts would be required to accommodate the proposals.

The Core Strategy development proposals will set out highway infrastructure improvements that are required to accommodate the growth location proposals, following further discussions with the Highways Agency and Essex Highways Authority, in the light of this report.

Summary and Conclusions

Braintree District Council (BDC), in conjunction with the Highways Agency and Essex County Council (ECC), have identified several sites in Braintree and Witham that could potentially be included in the LDF allocation up to 2025. In order to ascertain which sites could be taken forward they have requested that their impact on the road network in the vicinity of each site be investigated. The sites in Braintree are as follows:

- 1 Panfield Lane – Up to 650 residential dwellings, 15Ha of employment land use, a community college and a football stadium with 6,000 seats;
- 2 South-west of Braintree, north of the A120 – Up to 25Ha of employment land use and a football stadium with 6,000 seats; and
- 3 South-west of Great Notley – Up to 25Ha of employment land use.

While the sites in Witham are located as follows:

- 1 North-east of Witham – Up to 300 residential dwellings and 6Ha of employment land use; and
- 2 Lodge Farm, south-west of Witham – Up to 1,000 residential dwellings.

Trip generation rates have been determined for the proposed land uses at each site so that the number of trips they are expected to generate can be established.

However, preliminary investigations have indicated that the land uses initially proposed at Sites 2 and 3 in Braintree would result in considerable increases in vehicle trips in the AM and PM peak periods. Therefore, following discussions with BDC and Essex CC, the size of these potential developments has been substantially reduced to be as follows:

2. South-west of Braintree, north of the A120 – Up to 12Ha of employment land use and a football stadium with 6,000 seats; and
3. South-west of Great Notley – Up to 12Ha of employment land use.

Sites 1 and 2 in Braintree could also potentially be the location for a new football stadium, accommodating up to 6,000 seats, which could generate up to 1,900 vehicle trips on match days. However, it is considered that most of these trips would occur outside of the weekday peak periods and therefore, an assessment of the impact of the football stadium generated traffic has not been considered in this review.

Furthermore, BDC also requested that consideration be given to a link road through Site 1 between the north end of Springwood Drive and Panfield Lane. However, such a connection might inadvertently create a relief road around the western side of Braintree, thus attracting strategic trips from the north and west through the existing residential and employment areas in the locality.

Therefore, if a link road is provided it is important to consider its form, which should probably be that of a local estate road. It would also be necessary to prohibit the movement of HGV's between the proposed employment area at the north end of Springwood Drive and the residential areas of Panfield Lane, which could be achieved by the introduction of appropriate traffic management measures.

The trips generated by the other land use components for each site have then been distributed in accordance with the 2001 Census Journey to Work data and assigned to the road network in accordance with the most realistic routes.

These trips have then been added to 2025 Base networks for Braintree and Witham, which have been established by interrogating Transport Assessments for developments in the locality, data from the Essex Monitoring Report, TRADS data and historical transport studies. These base flows have then been growthed up to the designated design year.

Study areas for each site have then been established on the basis of the expected increase in two-way link flows as a result of the generated trips. Each junction within the study area has then been assessed under '2025 Base Case' and '2025 Base Case plus development traffic' scenarios.

The results of the junction assessments indicate the following:

Braintree

Site 1 – Panfield Lane

- The Rayne Road / Pod's Brook Road and Rayne Road / Aetheric Road / Pierrefitte Way junctions are expected to operate significantly above capacity under 2025 Base Flow conditions. The addition of the development traffic to these junctions leads to significant congestion levels on most arms;
- The Panfield Lane / Leisure Centre, Panfield Lane / Deanery Hill and A131/A120 southern roundabout are all shown to operate with some spare capacity post development in 2025;
- The A131/A120 northern roundabout is also predicted to perform acceptably in 2025 pre-development. However, the impact of the development will result in the Pod's Brook Road arm operating just above its practical capacity in the PM peak period.

Site 2 – South-west of Braintree, north of A120

- The A131/Cuckoo Way and A131/Bridge End Lane roundabouts are both shown to operate within capacity in 2025 without and with the proposed development;
- The A131/A120 southern roundabout is predicted to operate within capacity in the 2025 AM and PM peaks without the development. However the B1256 East arm is shown to perform marginally above practical capacity in the AM peak when development traffic is added. The roundabout continues to perform well in the PM peak even with the additional traffic;
- As with the A131/A120 southern roundabout, the A131/A120 northern roundabout is predicted to operate within capacity in 2025 without the development. However, the B1256 North (Pod's Brook Road) is shown to perform above its theoretical capacity in the PM peak when the development traffic is added. The roundabout continues to perform within capacity in the AM peak even with the development traffic added; and
- The Rayne Road / Pod's Brook Road is predicted to suffer significant delay in the AM peak in 2025 even before development traffic is added. This is accentuated by the additional demand to the point that two of the arms are shown to operate above their theoretical capacity and a third arm above practical capacity. The PM peak is predicted to perform acceptably both without and with the development.

Site 3 – South-west of Great Notley

- The A131/Cuckoo Way, A131/Bridge End Lane and A131/A120 northern roundabouts are all predicted to operate acceptably in both peak hours without and with the development in 2025.
- The A131/London Road roundabout also performs well in the AM peak. In the PM peak however, the A131 South arm is shown to perform approaching its practical capacity without development traffic and slightly above its practical capacity with the development traffic added.
- The A131/A120 southern roundabout performs well in 2025 both without and with development in both peak hours. The only slight issue is that the B1256 East arm is shown to be approaching practical capacity in the AM peak with the additional development traffic.

Witham

Site 1 – North-east of Witham

- The double mini-roundabout of Cressing Road/Rickstones Road/Cypress Road and Braintree Road is shown to suffer significant delay in both peak hours in 2025 pre-development. The development traffic would therefore exacerbate problems at the junction.
- The proposed development traffic is not expected to add significant numbers of trips to Oak Road in Rivenhall, with around 50 extra trips expected in both peak periods;
- The northbound Oak Road merge with the A12 is predicted to operate reasonably in both peak periods in 2025. As the development trip numbers are not expected to be high, it is likely that they can be accommodated within the existing layout. The northbound diverge however may experience some congestion in the future, even before the development traffic is added, and it could be the case that an upgrade in the type of slip-road provided may be necessary. The views of the Highways Agency are therefore, sought in this regard; and
- The southbound merge could be over capacity in the 2025 base case, although as the development flows are reasonably small, the additional traffic is not expected to significantly exacerbate any concerns at this location. The southbound diverge is expected to accommodate the AM and PM base flows with the development traffic added. Again, the views of the Highways Agency are sought in this regard.

Site 2 – Lodge Farm, south-west of Witham

- The B1389 Hatfield Road/Maltings Lane and B1389 Hatfield Road/Howbridge Road/Spinks Lane Junctions are both shown to suffer significant congestion in both peak hours in 2025. The addition of the Lodge Farm development traffic will further contribute to these delays;
- Although not as notable, delays are also predicted for the signalised junctions of B1389 Newland Street/Collingwood Road/Maldon Road and B1389 Newland Street/The Avenue/The Grove in 2025 for both peak hours. Once again, the development would only add to these delays;
- No such problems are predicted at the junction of the B1389 Hatfield Road/Services area on the north side of the A12. It performs acceptably in both peak hours in 2025 both without and with the development; and

- The A12 northbound Type A merge (junction with B1389 Hatfield Road) is predicted to perform acceptably both without and with the development in both peak hours in 2025. However, the A12 southbound merge is expected to have higher than acceptable flows in the AM peak in 2025. The development would only serve to exacerbate this. Nevertheless, it is understood that a scheme to upgrade the junction might be completed in the future, which could potentially increase the scope for additional development in the locality.

In essence, given the relatively long LDF design horizon, most of the existing junctions in northern Braintree and Witham are expected to experience congestion in the base case as a result of background traffic growth. Any additional traffic generated by the potential development sites would then merely add to this expected congestion and therefore, some amendments to the junction layouts would be required to accommodate the base growth and additional trips.

However, given that the A131 has recently been upgraded, the assessments have shown that its junctions have a reasonable amount of spare capacity that would allow some development to the southwest of Great Notley to be accommodated without any amendments to the existing junction arrangements.

Recommendation

To note the contents of the Highways Assessment of Impact of Potential Local Development Framework Sites on Existing Junctions.

**PROPOSED CONSULTATION ARRANGEMENTS FOR THE DRAFT SUSTAINABLE
COMMUNITY AND CORE STRATEGY**

Agenda Item 7

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Background Papers:- None
Financial Implications:- Costs of hiring halls and preparing displays
Equalities Implications:- Accessibility issues
Legal Implications:- None
Options: To vary consultation arrangements
Risks: That members of the public are not aware of the proposals

EXECUTIVE SUMMARY

The draft strategy will be published for consultation at the end of October, for a minimum period of six weeks consultation. Proposed publicity arrangements are set out in this report.

DECISION

It is **RECOMMENDED** that members:
Approve the consultation arrangements set out in this report.

PROPOSED CONSULTATION ARRANGEMENTS FOR THE DRAFT SUSTAINABLE COMMUNITY AND CORE STRATEGY

1. It is proposed to publish the Draft Sustainable Community and Core Strategy at the end of October, subject to Council approval of the document on 20th October. The Planning Policy pages of the website will be updated accordingly and the document will be made available online. An official press release will be made and notices and information about the consultation will be placed in the local press. Letters/emails about the consultation will be generated to all Consultees on the LDF database.
2. Copies of the document will be available for inspection at Causeway House and at all of the public libraries in the District, together with Haverhill and Sudbury libraries.
3. Exhibitions of the proposals will be placed in Witham Library and the Council Offices at Causeway House, Braintree.
4. A number of specific consultation events are proposed during the first few weeks of November, which will give people an opportunity to discuss the proposals with officers and to be advised how to make representations on the proposals. A display about the document will be put up at each event and individual conversations can take place with officers; these will not be formal public meetings.
5. Existing events such as the Parish Cluster meetings and the Local Strategic Partnership Meetings will also be vehicles for the dissemination of information to a wider audience.

Location	Invitation Event (approx. 2p.m. to 8p.m.)*	Public Event (approx. 10a.m. to 8p.m.)*
Braintree Institute	Monday 3 rd November	Tuesday 4 th November
Witham Public Hall	Thursday 6 th November	Friday 7 th November
Sible Hedingham Parish Council Offices	Tuesday 11 th November	Wednesday 12 th November
Silver End Congregational Church**	Thursday 13 th November	Friday 14 th November
Halstead Queens Hall	Wednesday 19 th November	Thursday 20 th November

* Actual start and finish times will vary slightly by room availability

** Village hall not available

6. Online submission of representations will be encouraged, via the Limehouse system, which is accessed through the Council website. The facility to submit manual representations will remain for people without access to a computer/ the internet.

Report prepared by Sandra Green and Eleanor Dash