www.landuse.co.uk

Appendix to Additional Sustainability Appraisal of North Essex Local Plan Section 1

Workshop record

Prepared by LUC
July 2019

Project Title: North Essex Authorities Section 1 Local Plan Additional SA

Client: North Essex Authorities

Version	Date	Version Details	Prepared by	Checked by	Approved by
1.0	3 May 2019	Draft for NEA approval	Jon Pearson Georgina Pratt	Jon Pearson	Jeremy Owen

Contents

1	**Introduction**	**2**
	Background to workshop	2
	Purpose of workshop and agenda	2
	Invitations and attendance	3
2	**Presentations**	**5**
3	**Questions and answers**	**70**
4	**Discussion groups**	**74**

1 Introduction

1.1 This document provides a record of the 'check and challenge' workshop held on 29 March 2019 as part of additional Sustainability Appraisal (SA) work by LUC for the North Essex Authorities' Section 1 Local Plan.

Background to workshop

1.2 The North Essex Authorities (NEAs), comprising Braintree District Council (BDC), Colchester Borough Council (CBC), and Tendring District Council (TDC), commissioned LUC in 2018 to carry out additional SA work with respect to Section 1 of the shared Publication Draft Section 1 Local Plan. This commission was undertaken in response to the Inspector's concerns regarding the SA work undertaken to date.

1.3 Focussed consultation on a statement setting out the proposed method and scope of the additional SA work took place during Dec 2018-February 2019. One element of the proposed approach to the SA was a 'check and challenge' workshop. This workshop, to be held after draft results of Stage 2 of the SA had been produced, was originally intended to test the reasonableness of the emerging findings with officers from the NEAs plus invited stakeholders with interests and expertise in environmental, social and economic issues.

1.4 The method consulted on in the Method Scoping Statement has continued to evolve in light of consultation comments received on it and during drop-in sessions with site promoters and other stakeholders held jointly by LUC and the NEAs during January 2019. In response to requests for additional engagement, the scope of the 'check and challenge' workshop was expanded to allow site promoters and other stakeholders to attend, and the timing brought forward to allow early dissemination of draft results from Stage 1 of the SA and input to the approach to Stage 2.

Purpose of workshop and agenda

1.5 The purpose of the workshop was to give attendees the opportunity to engage with the SA process. There was an opportunity to ask questions at the end of each agenda item, and a breakout session, the outputs of which were intended to help inform the next stage of SA work.

1.6 The agenda of the workshop is reproduced in Table 1.1.

Table 1.1 Agenda for workshop

Timing	Agenda item	Lead
11.00 – 11.15	*Arrival and registration*	
11.15 – 11.25	*Welcome and introductions*	*Emma Goodings* ***(Braintree DC)***
11.25 – 11.45	*Background to the Additional SA* Why the work was commissioned with reference to the Inspector's advice	*Jeremy Owen* ***(LUC)***
11.45 – 12.15	*Approach to the Additional SA* Explanation of the methodology being applied by LUC to the additional SA work	*Stuart Langer* ***(LUC)***
12.15 – 13.00	*Stage 1 draft findings* Presentation of the draft findings of the Stage 1 assessment and implications for the next stages of the additional SA work	*Jeremy Owen* ***(LUC)***
13.00 – 13.30	*Lunch break*	
13.30 – 13.45	*Identifying alternative spatial strategies* Introduction to the challenge of identifying reasonable alternative spatial strategies for assessment in Stage 2 of the SA	*Jeremy Owen* ***(LUC)***
13.45 – 15.00	*Breakout work groups* ***An opportunity for attendees to help define the principles to identify spatial strategies for assessment in Stage 2 of the SA***	*Facilitated by LUC team and North Essex Authorities' officers*
15.00 – 15.20	*Reports back* Reports back on the key principles from the breakout groups	
15.20 – 15.30	*Next steps*	*Jeremy Owen* ***(LUC)***

Invitations and attendance

1.7 Invitations were extended to the statutory consultees for the SA (Environment Agency, Historic England, Natural England) plus participants in the Examination hearings for the Section 1 Local Plan.

1.8 Attendees who identified themselves as representing an organisation at the workshop were as follows:

- Alresford Parish Council
- Andrewsfield New Settlement Consortium (ANSC)
- Carter Jonas
- Catesby Estates

- Campaign Against Urban Sprawl in Essex (CAUSE)
- Chelmsford City Council
- Cirrus Land
- Clockhouse Town Planning
- Coggeshall PC
- Colchester BC
- Copford with Easthorpe Parish Council
- Campaign to Protect Rural England (CPRE), Essex
- Crest Nicholson & AM Planning
- DRPP
- East Colchester Churches/ Chelmsford Diocese
- Edward Gittins Associates
- Emery Planning
- Feering Parish Council
- Feering Neighbourhood Plan Committee
- GL Hearn
- Highways England
- Indigo
- Kelvedon Parish Council
- Lightwood Strategic
- Lightwood Strategic
- Marks Tey Parish Council
- Mid and South Essex Sustainability and Transformation Partnership (Clinical Commissioning Group 'CCG')
- Pigeon Investment Management
- Ptarmigan
- Savills
- Stop Erosion of Rural Communities in Local Essex (SERCLE)
- Shalford Parish Council
- Alsop Verrill representing 6 parish councils & SERCLE
- STOP 350
- Strutt and Parker
- The Wivenhoe Society
- Trinity Planning
- Turley
- Williams Group
- Williamson Developments Ltd
- Wivenhoe Town Council
- WYG

2 Presentations

2.1 The workshop included four presentations by LUC on the following subjects:

- Background to the Additional SA
- Approach to the Additional SA
- Stage 1 draft findings
- Identifying alternative spatial strategies

2.2 Copies of the four presentations are provided on the following pages.

North Essex Local Plan Section 1

Additional Sustainability Appraisal

Check & Challenge Workshop

29th March 2019

Purpose of the workshop

- Background to the additional SA
- Explain our approach to the additional SA
- Share emerging findings from Stage 1
- Provide you an opportunity to ask questions
- Gain your help in shaping the next stage of work

Background to the SA

Role of SA/SEA

- To identify, describe and evaluate the likely significant effects on the environment of implementing the plan
- …and of reasonable alternatives
- Taking into account the objectives and geographical scope of the plan

SA extends the scope to also include social and environmental factors

Background to the SA

Inspector's concerns

- Objectivity of the SA
- Clarity of the alternatives and reasons for selection
- Selection of the Garden Communities and combinations for assessment
- The reasons for selecting the preferred combination and rejecting others

Background to the SA

Inspector's concerns

"It has not been demonstrated that the chosen spatial strategy is the most appropriate one when considered against the reasonable alternatives, as the tests of soundness require"

- Satisfied with the reasons for a minimum size threshold of 5,000 dwellings for a Garden Community
- Preferred strategy needs to be viable and deliverable including supporting infrastructure

Background to the SA

Inspector's recommended approach

Stage 1

- Carry out an objective comparison of the individual Garden Community options at a range of sizes
- To assess Monks Wood at both 7,000 and 5,000 dwellings
- Take into account overflying aircraft and Andrewsfield airfield

"This stage will enable adequate reasons for taking forward or rejecting each of the Garden Community options"

Background to the SA

Inspector's recommended approach

Stage 2

- Assess alternative spatial strategies for the Plan area
- Backed up by clear rationale and descriptions
- To include at a minimum:
  - Proportionate growth at and around existing settlements
  - CAUSE's Metro Town proposal
  - One, two or more Garden Communities (dependent upon Stage 1)

Background to the SA

Inspector's recommended approach

Stage 2

"Provided that the alternative spatial strategies are assessed objectively and with due regard to the evidence base, the second stage assessment should provide a sound basis for the selection of a preferred spatial strategy for the Plan (which may or may not include Garden Communities)"

- The NEAs will also need to give consideration to the relationship between SA of their Section 1 and Section 2 Local Plans

Background to the SA

Complications

- Alternatives to Garden Communities
- The Plan period and beyond
- The relationship between Section 1 and Section 2 Local Plans
- The relationship between North Essex and neighbouring authorities
- Infrastructure requirements and aspirations

LUC suggested a refined method which was submitted to Inspector for comment

North Essex Local Plan Section 1

Additional Sustainability Appraisal

Approach to the Additional Sustainability Appraisal

Approach to the Additional SA
Where to begin?

"In making these suggestions I rely on the principle that deficiencies in SA may be rectified, or "cured", by later SA work"

[Para 121, 8 June Inspector's letter]

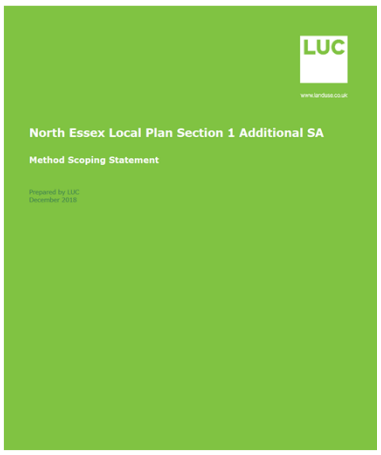
Therefore the Additional SA Work builds on the previous SA work, utilising the existing evidence base (and new evidence provided by NEAs) and the **original SA objectives**.

Approach to the Additional SA
Method Scoping Statement (MSS)

Draft MSS prepared, setting out LUC approach

Review of MSS by Inspector (Oct-Nov 2018)

Focussed consultation on the MSS (Dec 2018-Feb 2019)



Approach to the Additional SA
Site options

"The first stage in the further SA work should then be an objective comparison of individual GC site options at a range of different sizes" [Para 123, 8 June Inspectors letter]

Defining potential site options

- Strategic - 2,000 dwellings and above
- Deliverable – promoted through 'call for sites' submissions
- Incremental - do not already have planning permission; not allocated in Section 2 Local Plans

Approach to the Additional SA

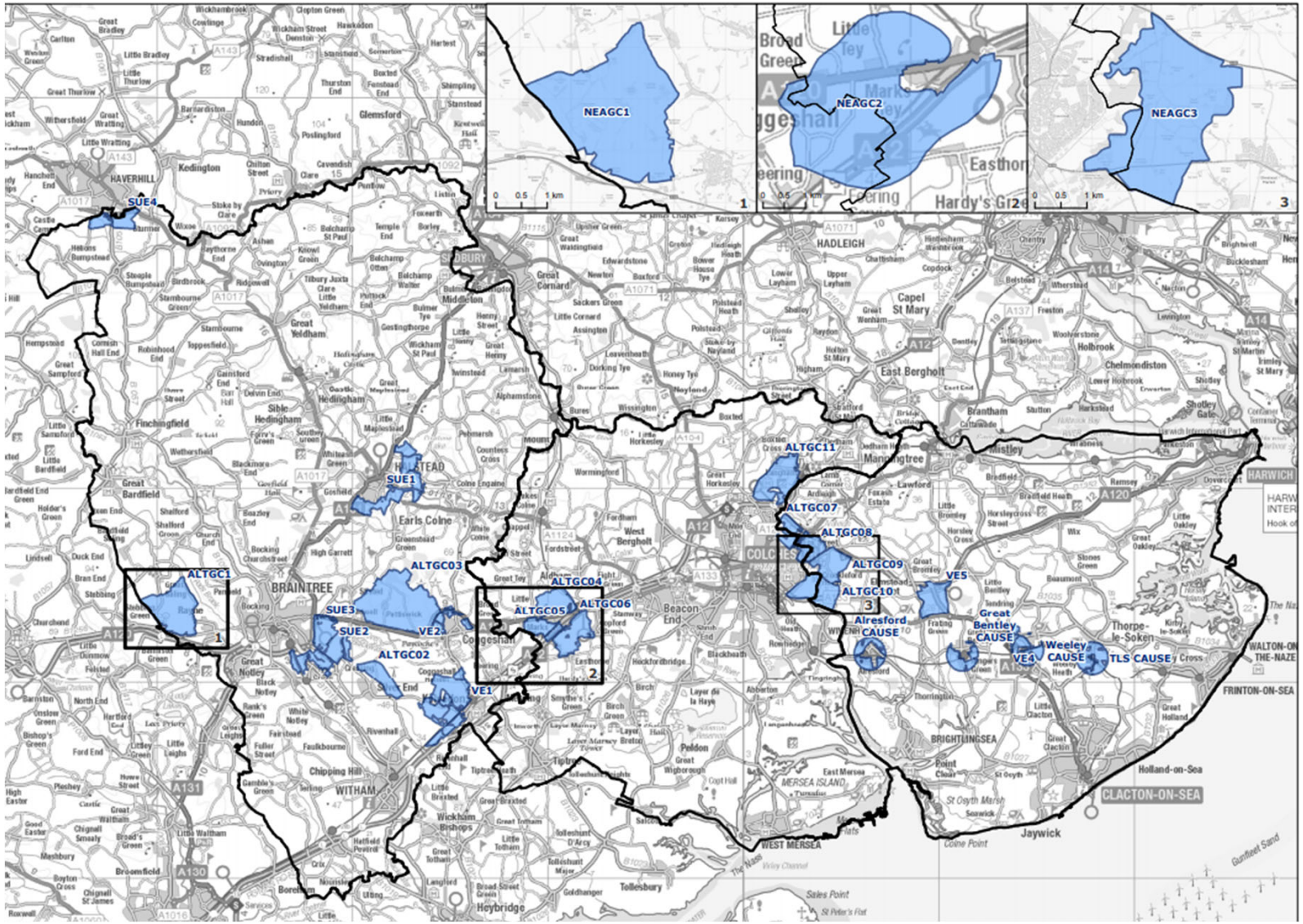
Garden Community Alternatives

Categories of site option

- Garden Communities in submission plan 'NEAGC'
- Alternative Garden Communities 'ALTGC'
- Strategic Urban Extensions 'SUE'
- Village Extensions (including CAUSE Metro Plan sites) 'VE'

Approach to the Additional SA

Sites assessed in Stage 1 SA



Approach to the Additional SA
Staged approach

As recommended by Inspector, Additional SA work has 2 stages:

Stage 1: SA of individual site options

Stage 2: SA of alternative spatial strategies

Approach to the Additional SA
Stage 1

As recommended by Inspector, Additional SA work has 2 stages:

Stage 1: SA of individual site options

- GIS-based using new site assessment criteria
- Results vs. criteria aggregated to results vs. SA objectives
- Consistent assumptions about infrastructure and environmental mitigation

Stage 2: SA of alternative spatial strategies

Approach to the Additional SA

Stage 1 SA: Accessibility and environmental criteria applied in GIS

Access to Services	Environmental Harm
GPs, health centres	Heritage assets
Primary schools, middle schools, secondary schools, further and higher education facilities	Internationally, nationally and locally designated wildlife sites, Ancient Woodland, Priority Habitats
Local Centres, Town Centres, large employment areas	Designated landscapes
Railway stations, bus stops, cycle paths, public rights of way	Flood risk areas, source protection zones
Open spaces	Impact on AQMAs
	Exposure to noise from roads and railways
	Safeguarded minerals
	Agricultural land

Approach to the Additional SA

Stage 1: Accessibility buffers

Stage 1a is based on 50% intersection with assumed walking catchments e.g.:

Access to services, facilities, transport and centres of employment	Acceptability of walking distance			
Site assessment criterion	**Desirable**	**Acceptable**	**Preferred maximum**	**Unacceptable**
Proximity to services, facilities and employment: GP surgeries/ health centres	<= 400 m	401-800 m	801-1200 m	>1200 m
Proximity to services, facilities and employment: primary or middle schools	<= 400 m	401-800 m	801-1200 m	>1200 m
Proximity to services, facilities and employment: secondary schools	<= 500 m	501-1000 m	1001-2000 m	>2000 m

Etc.

Approach to the Additional SA
Stage 1: Environmental buffers

Stage 1a based on 5% intersection with environmental buffers e.g.:

Environmental criteria	Likelihood of harm		
Site assessment criterion	**Low**	**Medium**	**High**
Proximity to sources of air pollution	All other sites	N/A	Site is within AQMA
Exposure to noise pollution from roads and railways	All other sites	Site intersects with Lnight 50.0-54.9 dB, or Laeq,16 55.0-59.9 dB	Site intersects with Lnight >=55.0 dB, or Laeq,16 >= 60.0 dB
Intersection with mineral resources	All other sites	N/A	Intersects with Mineral Safeguarding Area
Intersection with agricultural land	All other sites	Intersects with Grade 3	Intersects with Grade 1 or 2

Etc.

Approach to the Additional SA
Stages 1a and 1b

Stage 1 carried out in two steps:

Stage 1a appraises site options based on the current situation – existing facilities and infrastructure

Stage 1b makes standardised assumptions about new facilities and infrastructure that may be provided at different scales of development and how these alter Stage 1a accessibility scores

Approach to the Additional SA

Stage 1: Stage 1b consistent assumptions for infrastructure provision

Supporting Infrastructure	Site Capacity: 2000 dwellings	2500 dwellings	3000 dwellings	3500 dwellings	4000 dwellings	4500 dwellings and above
Early Years	The development will provide new early years facilities on site					
Primary and Middle Schools	The development will provide a new primary school on site					
Secondary Schools	Developer contributions to expand existing schools					The development will provide a new secondary school on the site
Youth Provision	New youth facilities will be provided on site					
Open Space	Sufficient provision within site will be made					
New Local Centres	Sufficient provision within site will be made					
New Town Centres	This scale of growth is unlikely to support a new town centre					
New Employment space	No assumptions have been made with regards to employment in each site					
Bus Rapid Transport	No assumptions have been made with regards to rapid transport					
New Bus Services	Sufficient provision within site will be provided with the exception of VE4 (Weeley Central Garden Village) and VE5 (Tendring Central Garden Village) due to service constraints					
New Railway Station	This scale of growth is unlikely to support a new railway station					
Strategic Roads	No assumptions have been made with regards to strategic road provision					
Primary Health Care	Developer contributions to expand off-site facilities					Sufficient provision within site will be made

Approach to the Additional SA

Stage 1a example output

SA Criteria – Proximity to: Site Reference	Site Name	GP surgeries/ health centres	Primary or middle schools	Secondary schools	Further and higher education facilities	Local centres	Town centres	Railway stations	Bus stops	Cycle paths	Open spaces and sports centres	Public Rights of Way	Centres of employment including employment areas and town centres
NEAGC1	Land West of Braintree	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Acceptable	Unacceptable
NEAGC2	Colchester Braintree Borders Garden Community	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Preferred Maximum	Desirable	Preferred Maximum
NEAGC3	Tendring Colchester Borders Garden Community	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Unacceptable	Preferred Maximum	Unacceptable	Preferred Maximum	Acceptable	Preferred Maximum

Approach to the Additional SA
Stage 1b example output

SA Criteria – Proximity to:		GP surgeries/ health centres	Primary or middle schools	Secondary schools	Further and higher education facilities	Local centres	Town centres	Railway stations	Bus stops	Cycle paths	Open spaces and sports centres	Public Rights of Way (PRoW)	Centres of employment including employment areas and town centres
Site Reference	Site Name												
NEAGC1	Land West of Braintree	Desirable	Desirable	Desirable	Unacceptable	Desirable	Unacceptable	Unacceptable	Desirable	Unacceptable	Desirable	Acceptable	Unacceptable
NEAGC2	Colchester Braintree Borders Garden Community	Desirable	Desirable	Desirable	Unacceptable	Desirable	Unacceptable	Unacceptable	Desirable	Unacceptable	Desirable	Desirable	Preferred Maximum
NEAGC3	Tendring Colchester Borders Garden Community	Desirable	Desirable	Desirable	Unacceptable	Desirable	Unacceptable	Unacceptable	Desirable	Unacceptable	Desirable	Acceptable	Preferred Maximum

Approach to the Additional SA
Stage 1 changes after consultation

Stage 1a amendments:

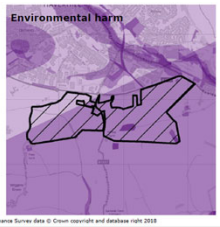
- % overlap with environmental / accessibility buffers
- Site boundaries
- New site south of Haverhill
- New dwelling capacity options

Stage 1b amendments:

- Local Centres
- Town Centres
- Health services

Approach to the Additional SA

Stage 1: Site assessment sheet



© Natural England copyright 2018. © Historic England copyright 2018. Contains Ordnance Survey data © Crown copyright and database right 2018

Access to services, facilities, transport and centres of employment

Proximity to services, facilities and employment: GP surgeries/ health centres

Stage 1a	Stage 1b
Acceptability of walking distance: Unacceptable	**Acceptability of walking distance:** Unacceptable
Percentage	**Comments:** It is assumed under Stage 1b that sites of 4500 dwellings and above will be able to support new healthcare facilities. This site does not reach this threshold and therefore the assessment for Stage 1b remains the same as that for Stage 1a.
Desirable: 0.00	
Acceptable: 0.00	
Preferred maximum: 0.00	
Unacceptable: 100.00	

Proximity to services, facilities and employment: primary or middle schools

Stage 1a	Stage 1b
Acceptability of walking distance: Unacceptable	**Acceptability of walking distance:** Desirable
Percentage	**Comments:** It is assumed that all sites will make sufficient provision for the additional primary or middle school need they generate. All potential site capacity options are likely to generate sufficient need for whole new schools, which it is assumed would be provided within the site, allowing for new dwellings to be within a desirable distance of a primary or middle school.
Desirable: 0.00	
Acceptable: 0.00	
Preferred maximum: 0.00	
Unacceptable: 100.00	

Proximity to services, facilities and employment: secondary schools

Stage 1a	Stage 1b
Acceptability of walking distance: Unacceptable	**Acceptability of walking distance:** Unacceptable
Percentage	**Comments:** It is assumed under Stage 1b that sites of 4,500 dwellings and above will make sufficient provision for the additional secondary school need they generate. Since neither of the potential scales of development reaches this size threshold, no additional secondary school provision is assumed and the assessment for Stage 1b therefore remains the same as that for Stage 1a.
Desirable: 0.00	
Acceptable: 0.00	
Preferred maximum: 0.00	
Unacceptable: 100.00	

Proximity to services, facilities and employment: further and higher education facilities

Stage 1a	Stage 1b
Acceptability of walking distance: Unacceptable	**Acceptability of walking distance:** Unacceptable
Percentage	**Comments:** It is not assumed that any site will necessarily make provision for further and higher education facilities and therefore the scoring does not change under the Stage 1b assessment.
Desirable: 0.00	
Acceptable: 0.00	
Preferred maximum: 0.00	

Approach to the Additional SA

Stage 1: Translate criteria to SA objectives

Site Assessment Criterion	Sustainabili					
	SA3. Improve health	SA4. Ensure and improve viability of centres	SA5. Achieve a prosperous, sustainable economy	SA6. Conserve and enhance wildlife and geological sites	SA7. Achieve more sustainable travel behaviour	SA8. Accessibility, sustainable location, infrastructure
Proximity to services and facilities: primary or middle schools	No	No	No	No	Yes	Yes
Proximity to services and facilities: secondary schools	No	No	No	No	Yes	Yes
Proximity to services and facilities: local centres	No	Yes	Yes	No	Yes	Yes
Proximity to services and facilities: town	No	Yes	Yes	No	Yes	Yes

Site	SA7. Sustainable travel behaviour	SA8. Accessibility, sustainable location, infrastructure provision	SA9. Historic environment and townscape
Site 1	Low	Low	Medium
Site 2	Low	Low	High
Site 3	Low	Low	Medium
Etc	Medium	Medium	Medium

Approach to the Additional SA
Stage 2

As recommended by Inspector, Additional SA work has 2 stages:

Stage 1: SA of individual site options

- GIS-based using new site assessment criteria
- Results vs. criteria aggregated to results vs. SA objectives
- Consistent assumptions about infrastructure and environmental mitigation

Stage 2: SA of alternative spatial strategies

- Sites surviving Stage 1
- Coherent spatial strategies
- More qualitative assessment drawing on evidence provided by NEAs

Approach to the Additional SA
Stage 2: Identify spatial strategy options

- Applied to sites surviving Stage 1 assessment
- Identify and assess **reasonable alternative** spatial strategies for the Plan area
- To include at a minimum:
  - Proportionate growth at and around existing settlements
  - CAUSE's Metro Town proposal
  - One, two or more Garden Communities (dependent upon Stage 1) plus corresponding levels of proportionate growth

Approach to the Additional SA
Stage 2: Appraise spatial strategy options

Based on evidence provided by NEAs:

- Deliverability of each site including viability
- Infrastructure assumptions
- Mitigation assumptions
- Bus Rapid Transport evidence
- Other transport evidence

Different timescales considered:

Medium (Local Plan period)	>	Long (fully built out)

Approach to the Additional SA
Reporting and consultation

Reporting

Report on the Additional SA, including:

- Approach to and results of appraisal work carried out
- NEA reasons for selecting alternatives appraised and choosing the preferred strategy
- Format: addendum to original SA work

Consultation

Consultation on SA Addendum (and any changes proposed to Section 1 Local Plan), prior to resuming hearings

North Essex Local Plan Section 1

Additional Sustainability Appraisal

Check & Challenge Workshop

29th March 2019

Stage 1 draft findings

- High level objective appraisal using GIS
- To test out the principle of larger scale development at different locations
- Includes:
  - Three Garden Community locations
  - Monks Wood alternative Garden Community
  - CAUSE suggested locations
  - Other potential urban and village extensions
- 26 locations in total appraised

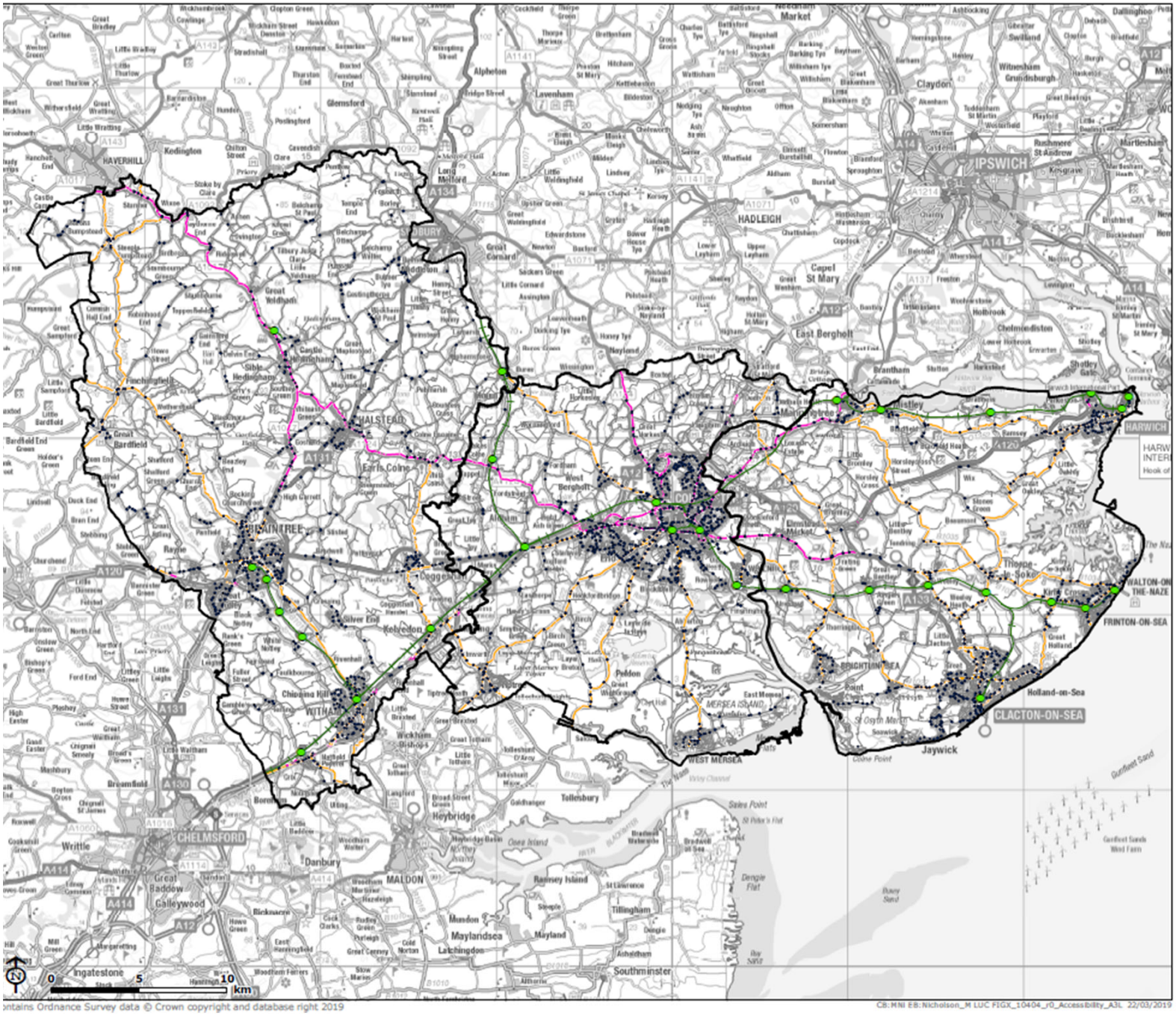
Stage 1 draft findings

Stage 1a assessment - existing situation

- Accessibility criteria (50% threshold)
- Environmental criteria (5% threshold)

Stage 1b assessment – factoring in potential new services/ facilities

- Schools
- Local centres
- Health facilities
- Bus services
- Open space



North Essex Local Plan Section 1 Additional Sustainability Appraisal

Figure X: Accessibility

- North Essex Authority Boundaries
- Bus Stop
- Railway Station
- Railway
- A Road
- B Road
- Other Road

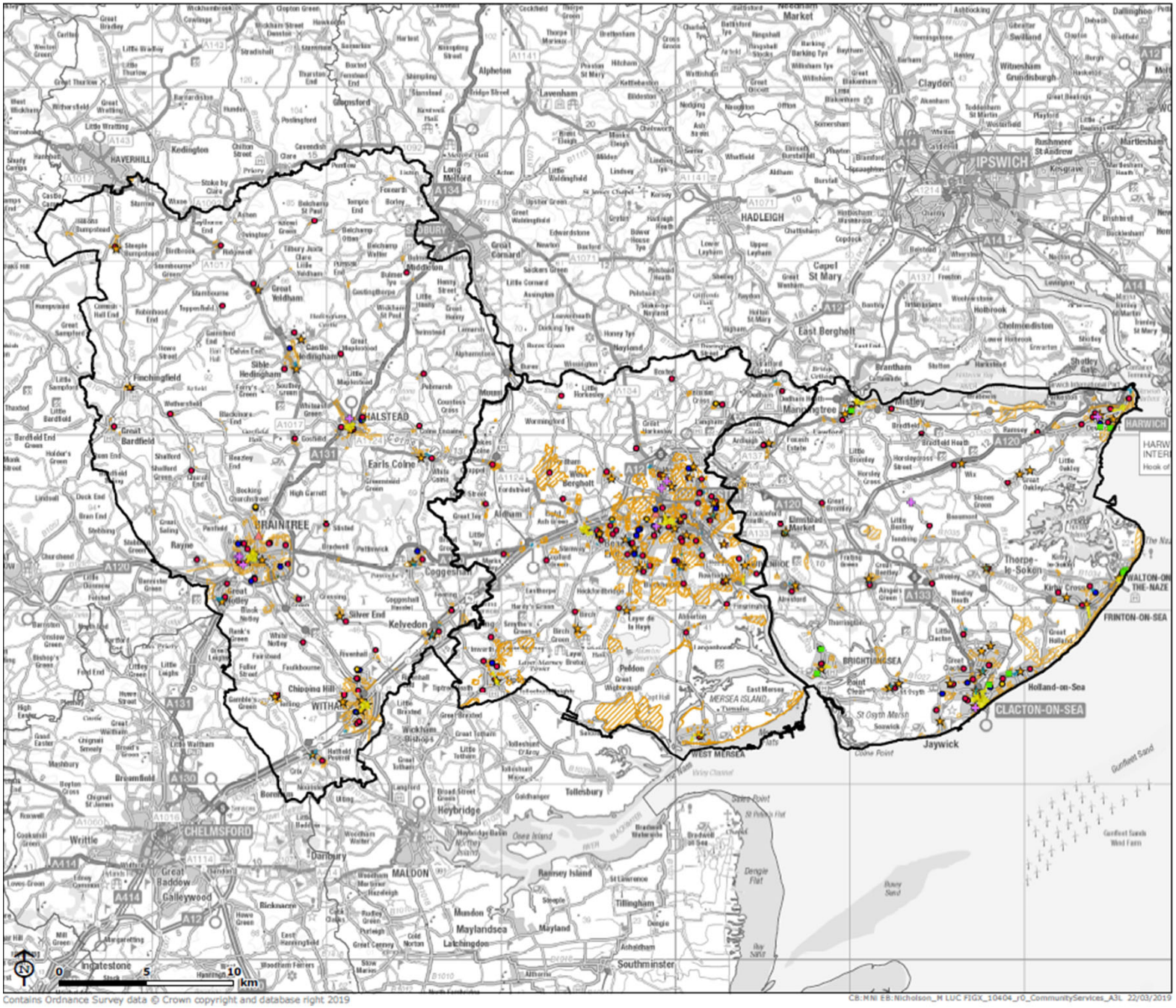
Map Scale @A3: 1:210,000

LUC

ontains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_Accessibility_A3L 22/03/2019

Source: OS, Naptan



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_CommunityServices_A3L 22/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

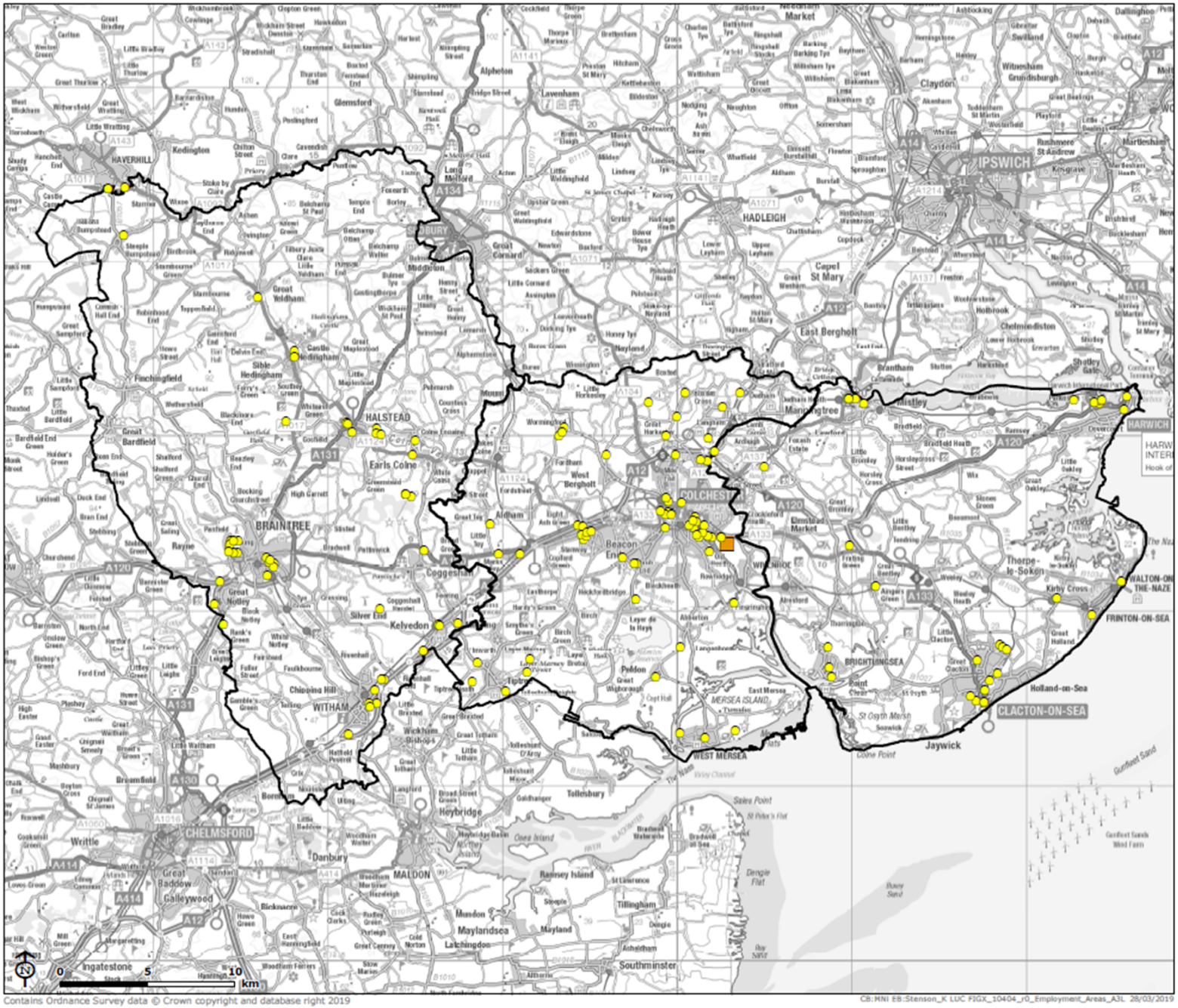
Figure X: Community Services and Facilities

- North Essex Authority Boundaries
- Surrounding Local Authorities
- Hospital
- Doctor Surgery
- Primary School
- Secondary School
- Special School
- Higher Eduation Facilities
- Sports and Leisure Centre
- Open Space
- Local Centre
- Town Centre

Map Scale @A3: 1:210,000

LUC

Source: BDC, CDC, TDC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC FIGX_10404_r0_Employment_Areas_A3L 28/03/2019

Source: BDC, CBC, TDC

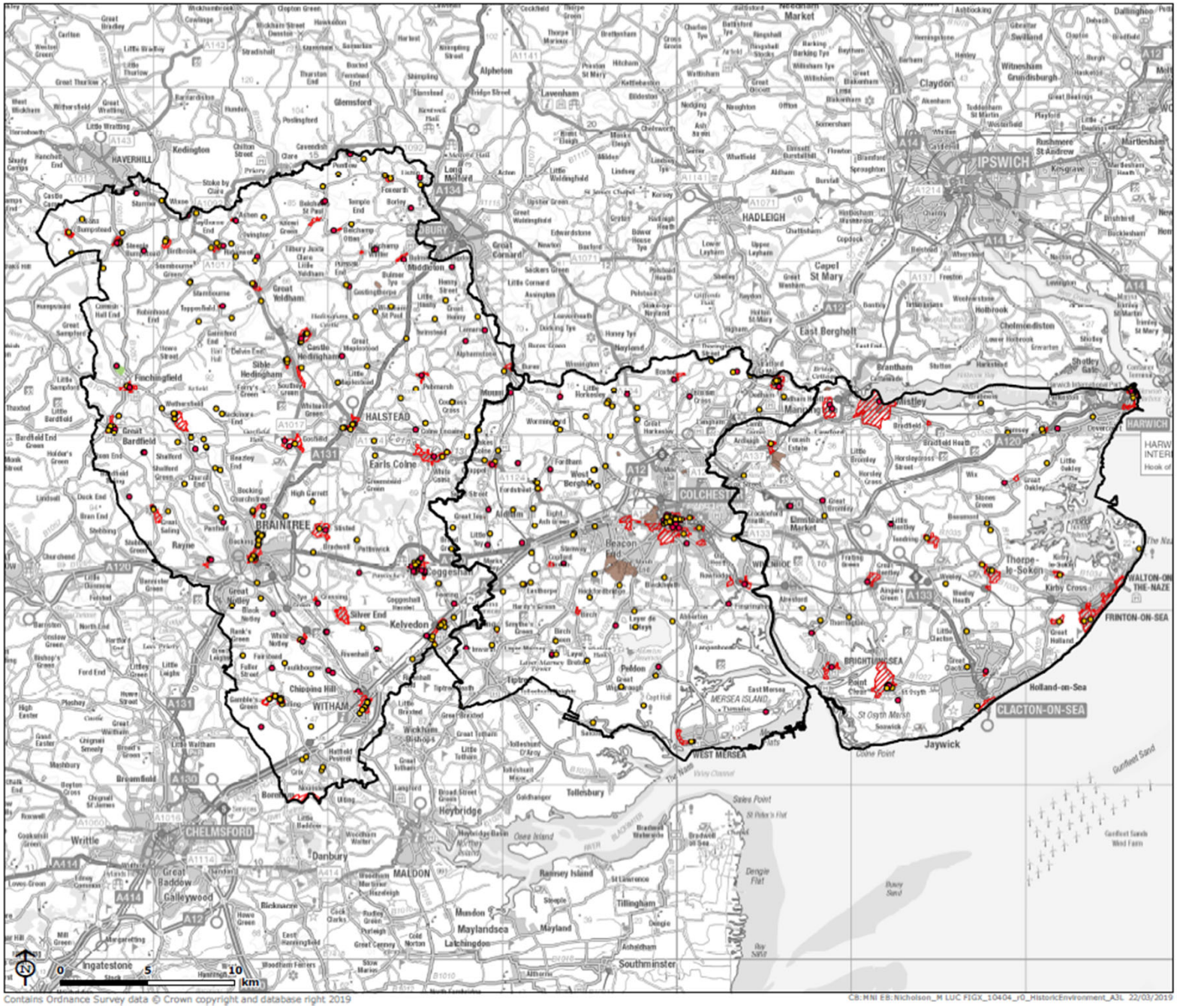
North Essex Local Plan Section 1 Additional Sustainability Appraisal

Employment Areas and University of Essex

- North Essex Authority Boundaries
- Employment areas and town centres
- University of Essex

Map Scale @A3: 1:210,000

LUC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_HistoricEnvironment_A3L 22/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

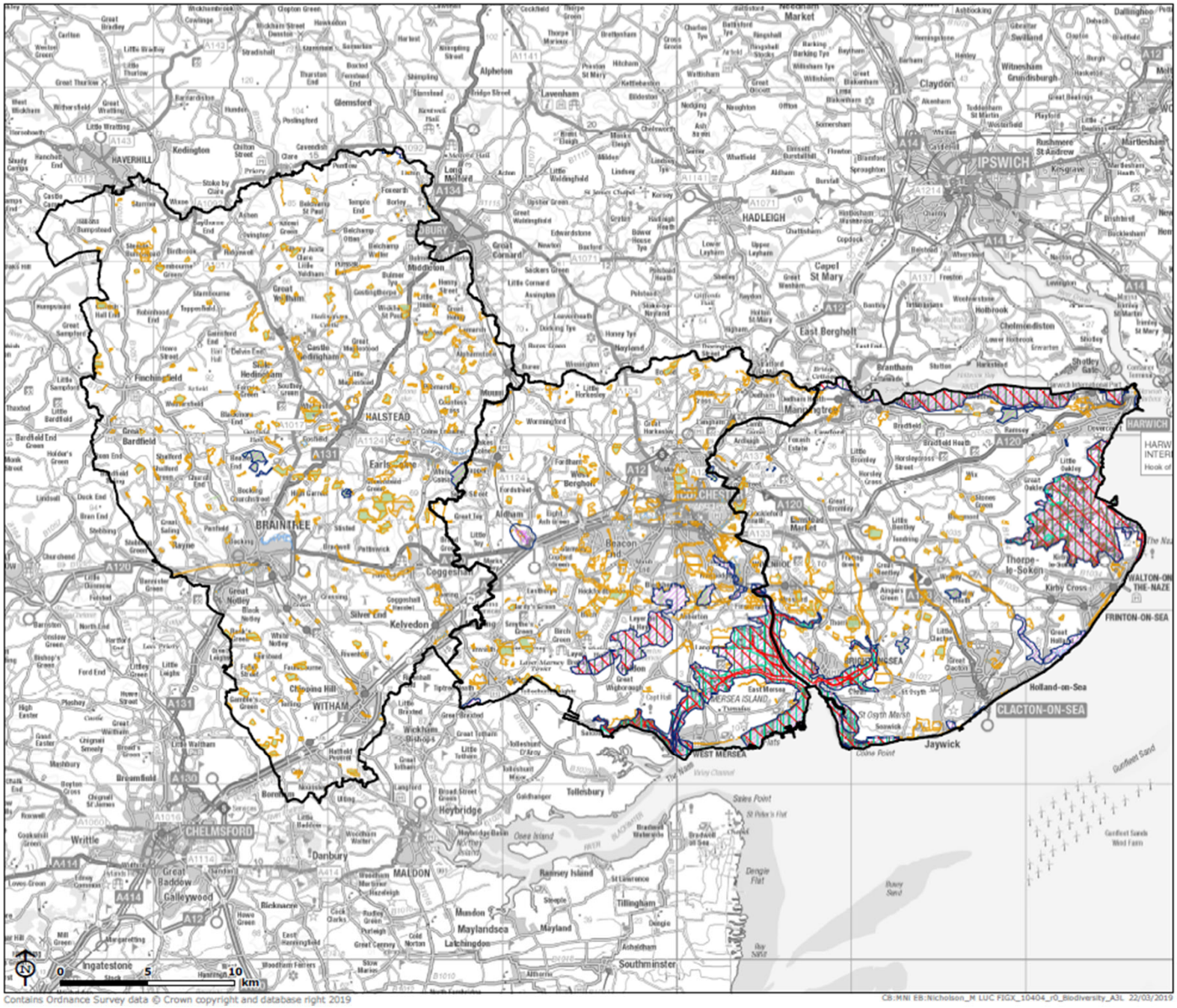
Figure X: Historic Environment

- North Essex Authority Boundaries
- Grade I Listed Building
- Grade II* Listed Building
- Conservation Area
- Registered Park and Garden
- Scheduled Monument

Map Scale @A3: 1:210,000

LUC

Source: Historic England, BDC, CDC, TDC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_Biodiversity_A3L 22/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

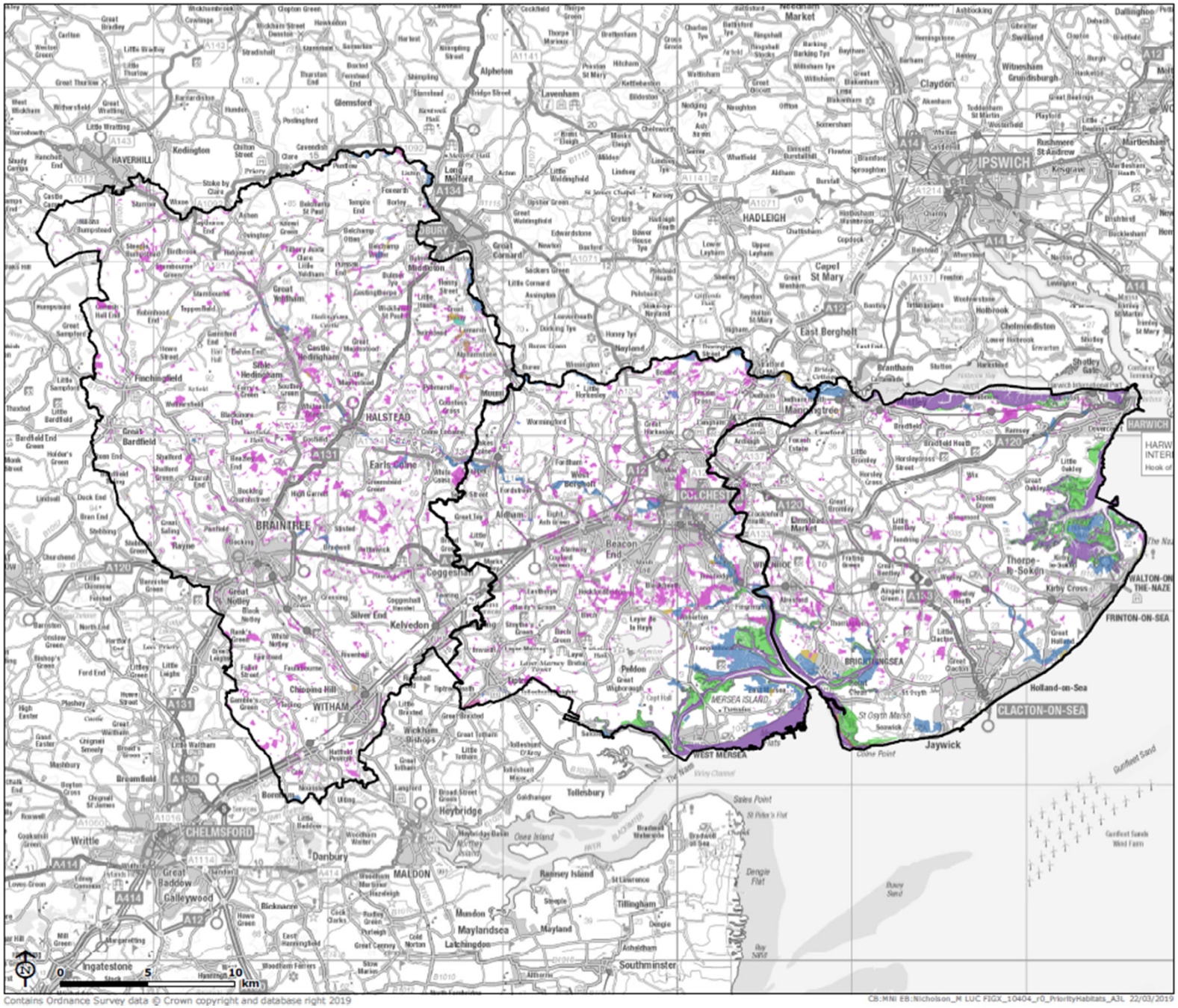
Figure X: Biodiversity

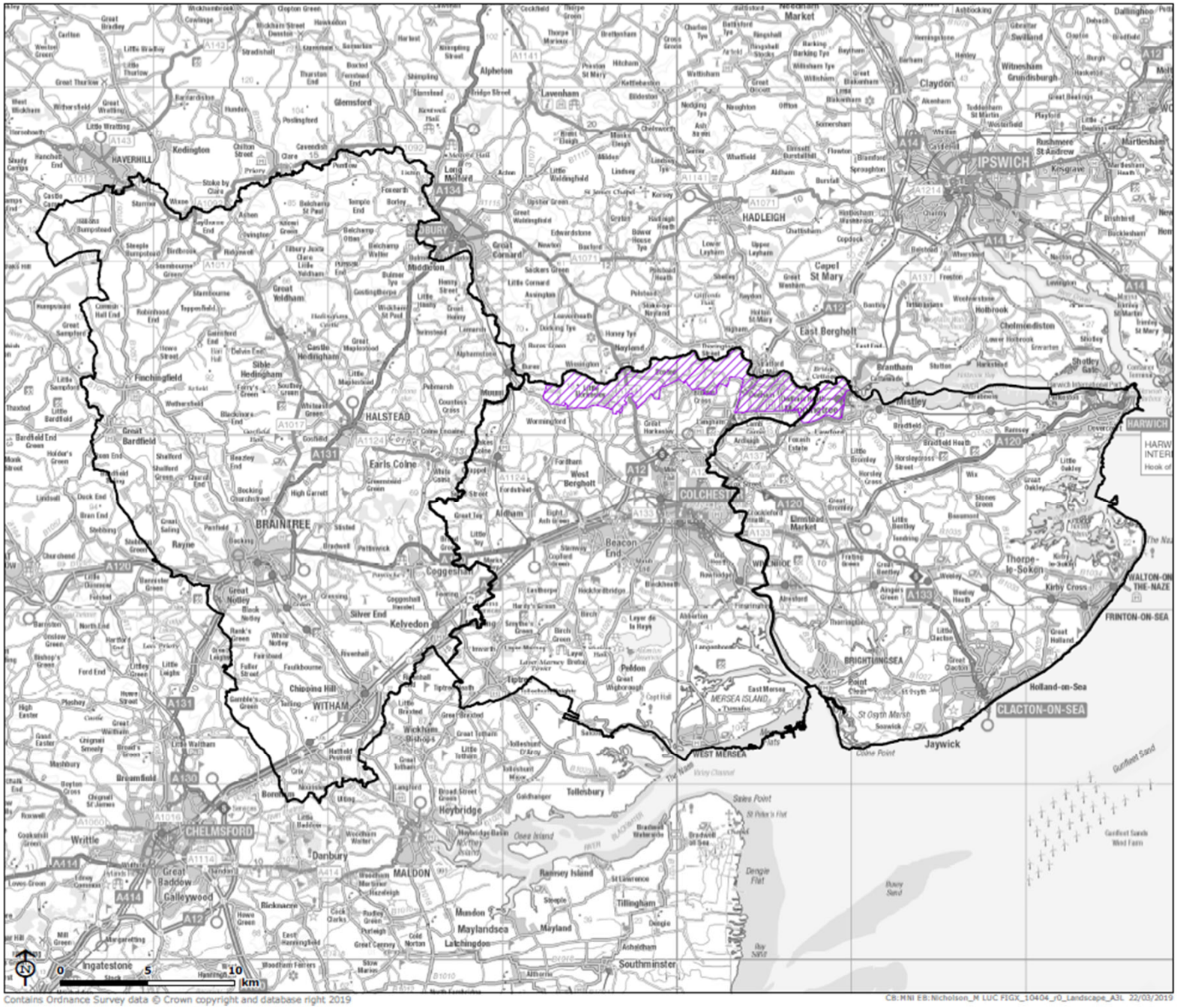
- North Essex Authority Boundaries
- Ancient Woodland
- Local Wildlife Site
- Local Nature Reserve
- National Nature Reserve
- Ramsar
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- SSSI Impact Risk Zone

Map Scale @A3: 1:210,000

LUC

Source: NE, BDC, CDC, TDC


HAVERHILL
Long Melford
Lavenham
Alpheton
Glemsford
Kedington
Stoke by Clare
Clare
Sudbury
Great Cornard
Little Cornard
HADLEIGH
Capel St Mary
East Bergholt
IPSWICH
Claydon
Needham Market
Great Waldingfield
Great Wratting
Little Wratting
Great Thurlow
Little Thurlow
Great Bradley
Great Yeldham
Finchingfield
Great Bardfield
Little Bardfield
Great Dunmow
Great Easton
Great Hallingbury
Little Hallingbury
Great Waltham
Little Waltham
Great Leighs
Little Leighs
Great Braxted
Little Braxted
Great Totham
Little Totham
Tolleshunt D'Arcy
Tolleshunt Major
Tolleshunt Knights
Maldon
Heybridge
Tollesbury
Mersea Island
West Mersea
Peldon
Colchester
Wivenhoe
Alresford
Brightlingsea
Thorpe-le-Soken
Kirby Cross
Frinton-on-Sea
Walton-on-the-Naze
Clacton-on-Sea
Holland-on-Sea
Jaywick
St Osyth Marsh
Harwich
Manningtree
Mistley
Brantham
Stutton
Shotley Gate
Chelmsford
Great Baddow
Galleywood
Danbury
Maldon
Southminster
Burnham-on-Crouch
Ingatestone
Hanningfield Reservoir
Tillingham
Dengie Flat
Bradwell Waterside
Bradwell on Sea
Stansted Airport
Bishop's Stortford
Hatfield Peverel
Witham
Braintree
Coggeshall
Kelvedon
Silver End
Great Notley
Earls Colne
Halstead
Sible Hedingham
Castle Hedingham
Great Yeldham
Great Waltham
Great Easton
Great Dunmow
Great Bardfield
Finchingfield
Great Leighs
Great Braxted
Great



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_Landscape_A3L 22/03/2019

Source: Natural England

North Essex Local Plan Section 1 Additional Sustainability Appraisal

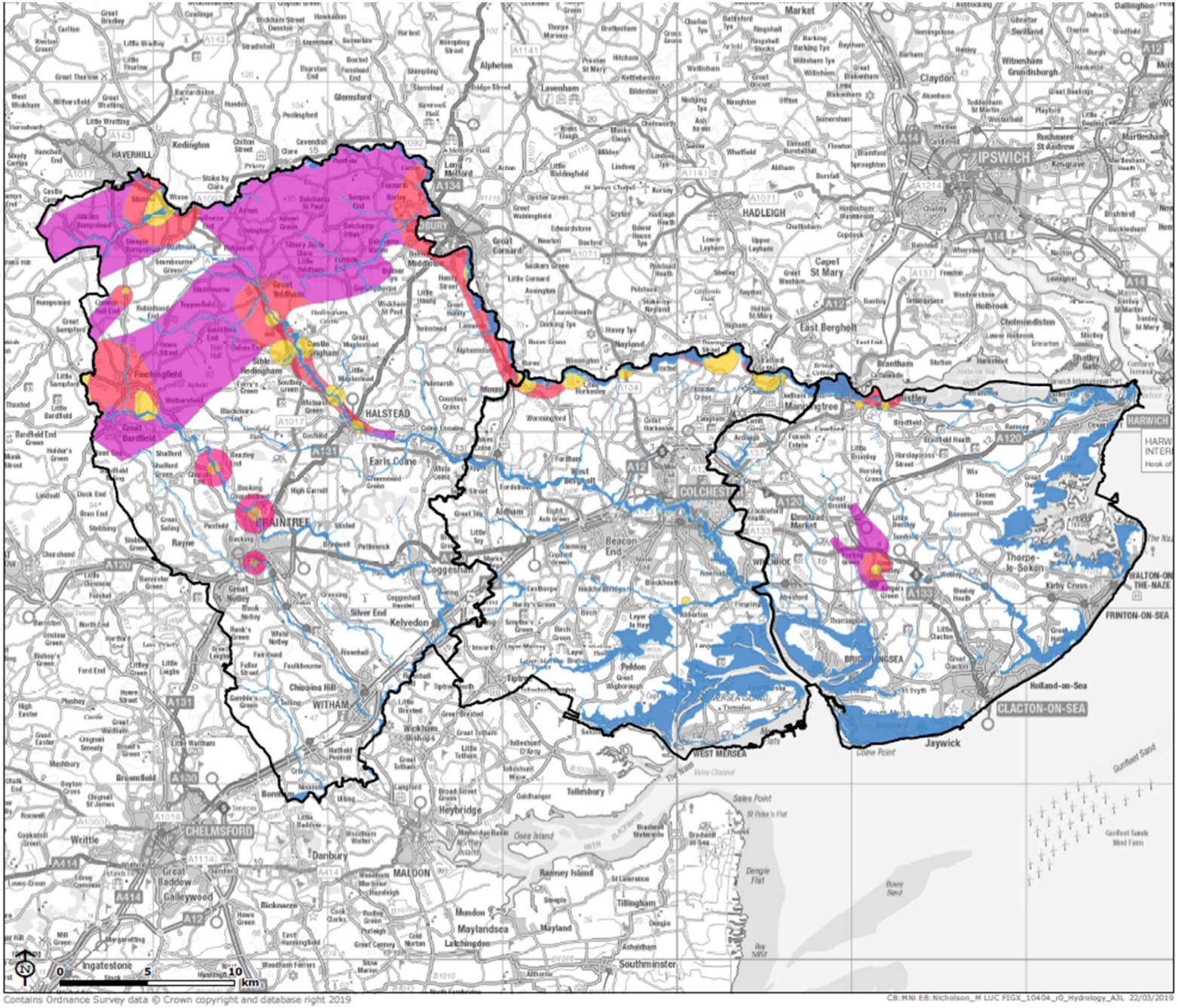
Figure X: Landscape Designations

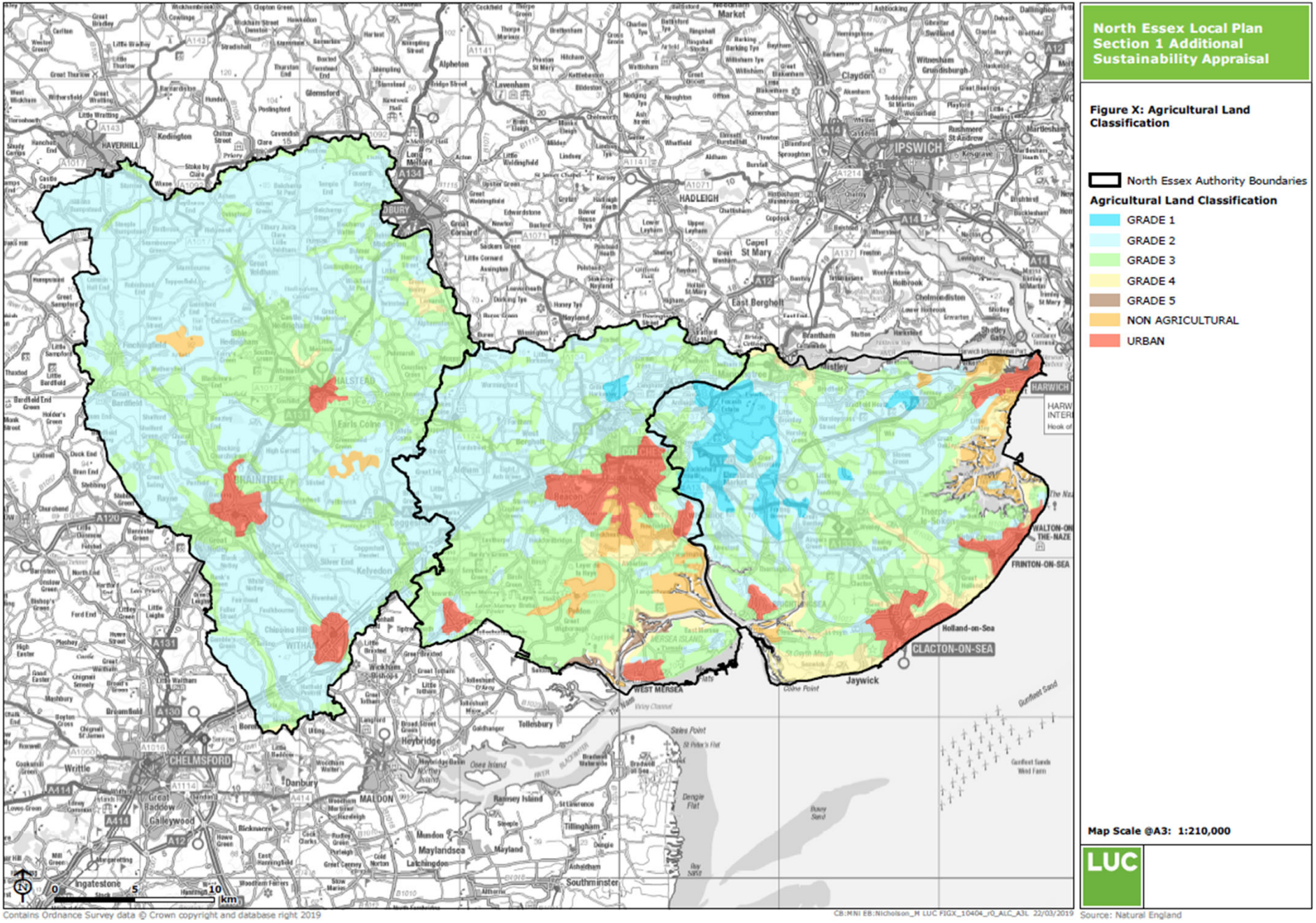
North Essex Authority Boundaries

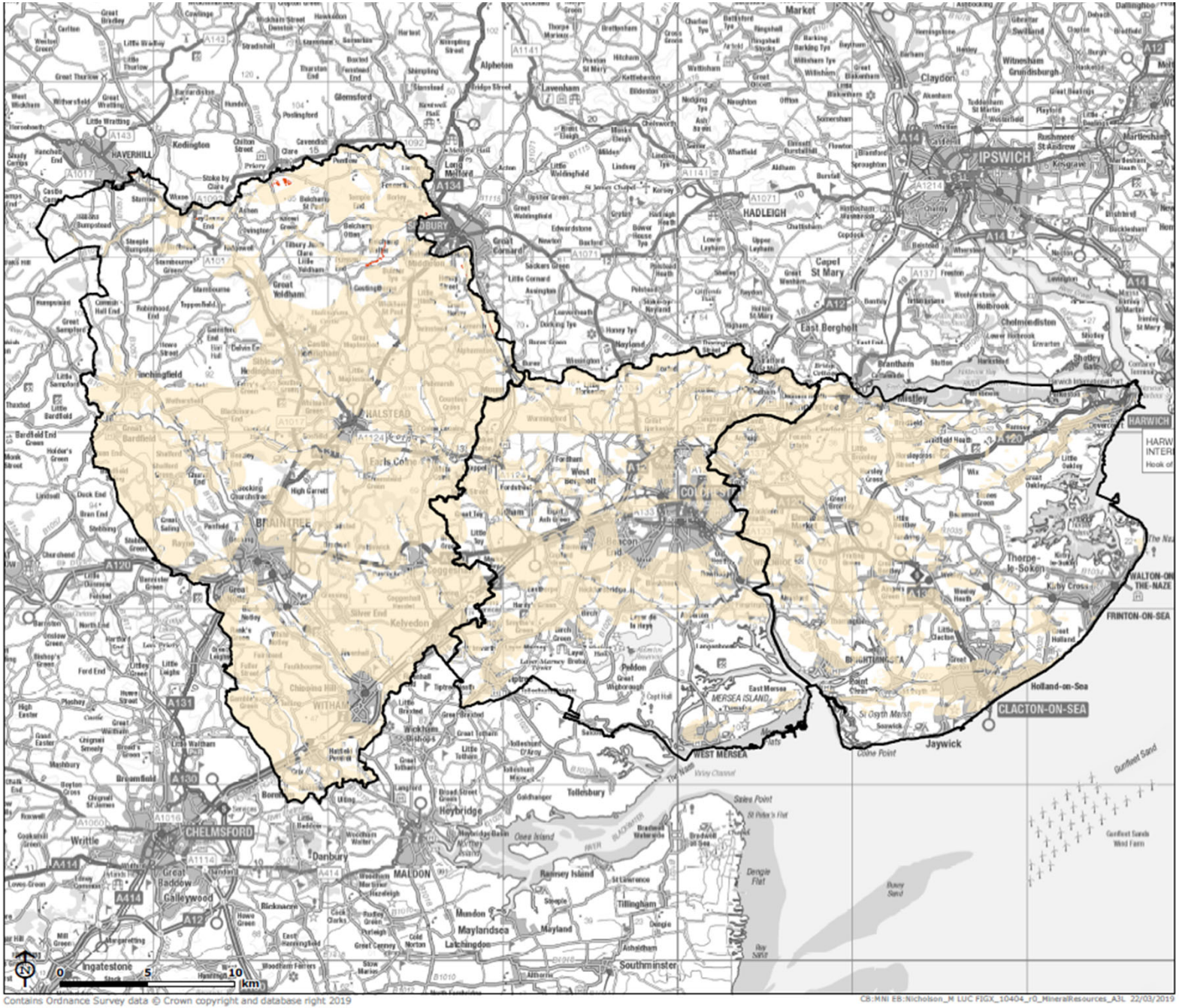
Dedham Vale AONB

Map Scale @A3: 1:210,000

LUC


HAVERHILL
Kedington
Clare
Glemsford
Alpheton
Lavenham
Long Melford
Sudbury
Great Cornard
Great Waldingfield
Great Yeldham
Finchingfield
Sible Hedingham
Castle Hedingham
HALSTEAD
Earls Colne
Great Bardfield
BRAINTREE
Rayne
Great Notley
Coggeshall
Kelvedon
Silver End
Feering
Inworth
Tiptree
Messing
Little Braxted
Wickham Bishops
WITHAM
Chipping Hill
Hatfield Peverel
Little Waltham
Boreham
Broomfield
Writtle
CHELMSFORD
Great Baddow
Galleywood
Danbury
MALDON
Heybridge
Tollesbury
Mersea Island
Ramsey Island
Tillingham
Mundon
Maylandsea
Latchingdon
Mayland
Southminster
Ingatestone
Hanningfield Reservoir
Stock
Woodham Ferrers
Rettendon
Margaretting
Mill Green
Great Leighs
Little Leighs
Little Dunmow
Great Dunmow
Felsted
Stebbing
Bardfield End Green
Little Sampford
Great Sampford
Thaxted
Little Bardfield
Lindsell
Duck End
Bran End
Shalford
Wethersfield
Gosfield
Sheepcote
Cockaynes Green
Ardleigh
Little Bromley
Wix
Lawford
Manningtree
Mistley
Brantham
Stutton
Holbrook
Cattawade
Capel St Mary
Chelmondiston
Shotley Gate
Harkstead
Erwarton
Shotley
Bradfield
Bradfield Heath
Ramsey
Dovercourt
HARWICH
Little Oakley
Horsley Cross
Tendring
Weeley
Weeley Heath
Little Clacton
Great Clacton
Jaywick
Holland-on-Sea
CLACTON-ON-SEA
Frinton-on-Sea
Walton-on-the-Naze
Kirby Cross
Thorpe-le-Soken
Frinton Golf Course
Kirby Sandpit
Kirby Hall
Tendring Hall
Tendring Hall Farm
Great Bromley
Little Bromley
Bromley Heath
Ardleigh Reservoir
Dedham
Flat


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
Figure X: Agricultural Land Classification
North Essex Authority Boundaries
Agricultural Land Classification
GRADE 1
GRADE 2
GRADE 3
GRADE 4
GRADE 5
NON AGRICULTURAL
URBAN
Map Scale @A3: 1:210,000
LUC
IPSWICH
HADLEIGH
HALSTEAD
BRAINTREE
CHELMSFORD
MALDON
COLCHESTER
HARWICH
CLACTON-ON-SEA
FRINTON-ON-SEA
WALTON-ON-THE-NAZE
WEST MERSEA
Contains Ordnance Survey data © Crown copyright and database right 2019
Source: Natural England



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_MineralResources_A3L 22/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

Figure X: Mineral Resources

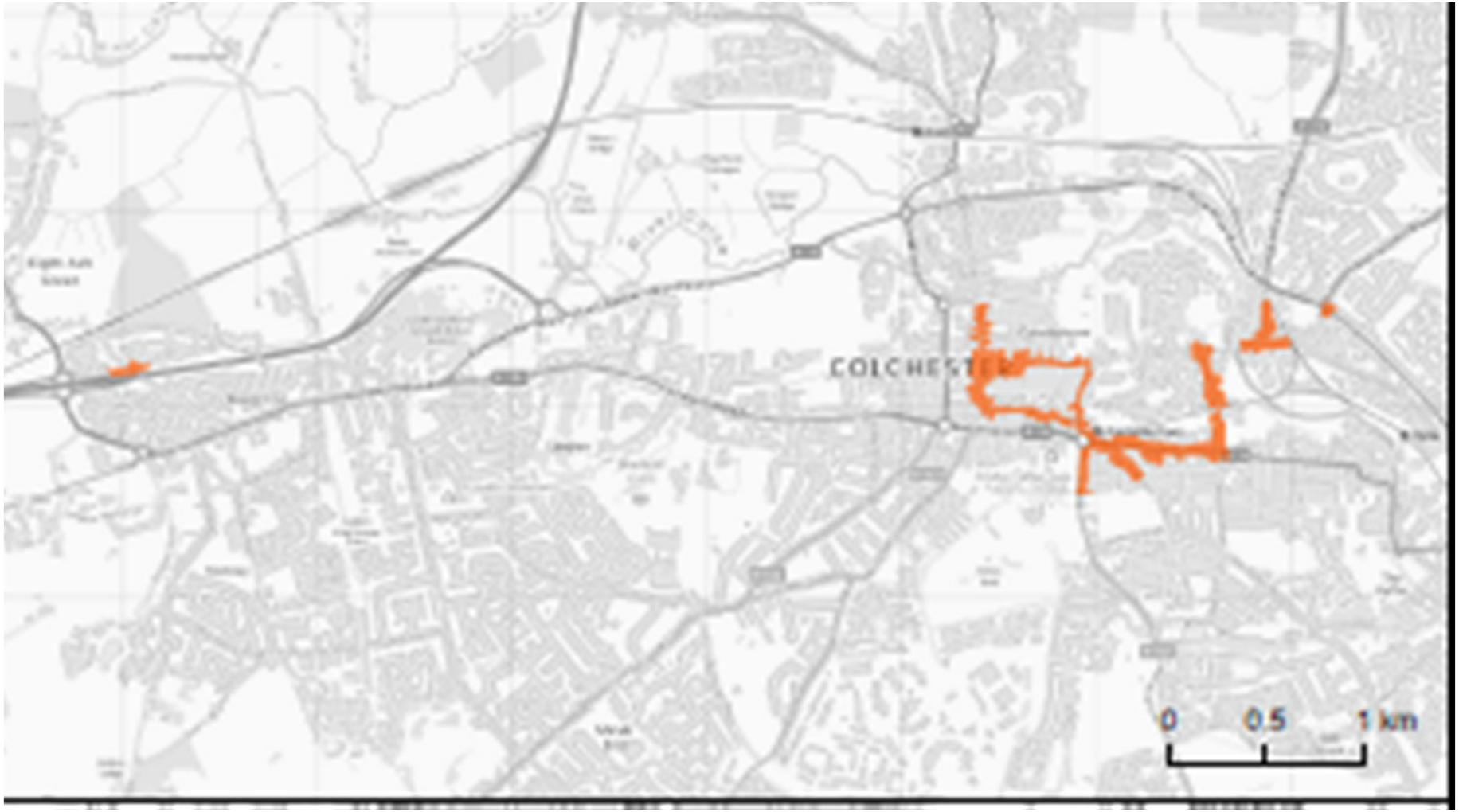
- North Essex Authority Boundaries
- Chalk
- Sand and Gravel

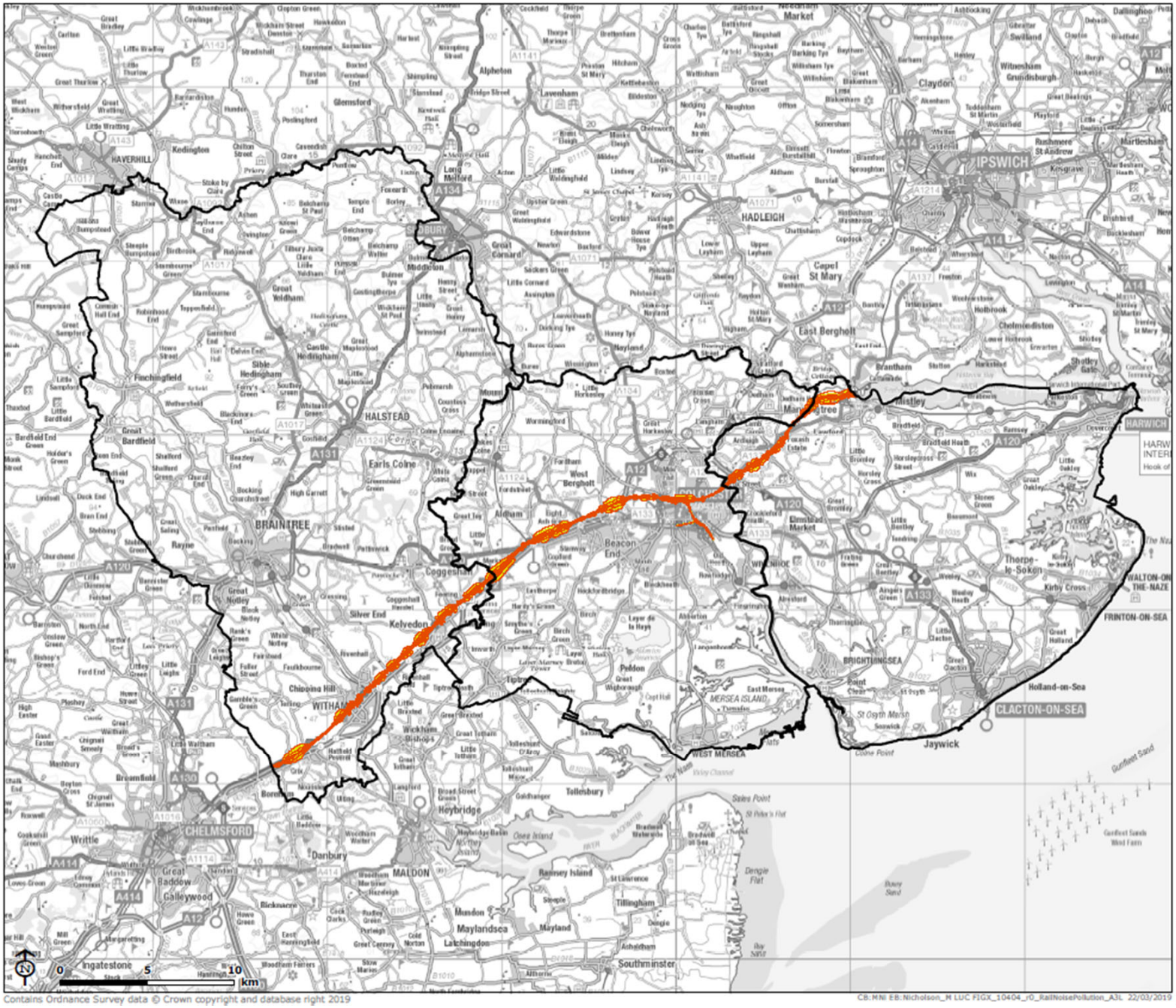
Map Scale @A3: 1:210,000

LUC

Source:

AQMAs





Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_RailNoisePollution_A3L 22/03/2019

Source:

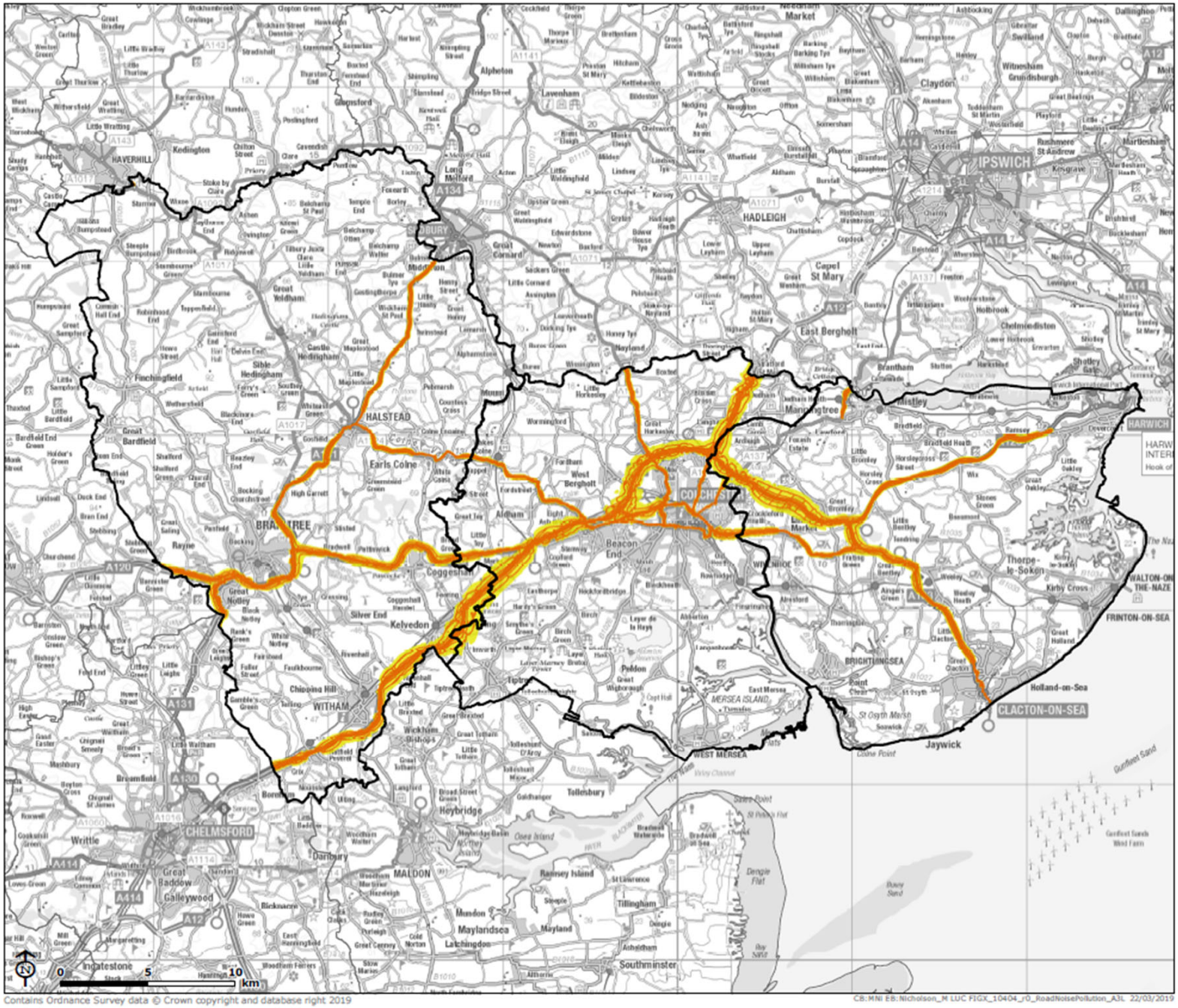
North Essex Local Plan Section 1 Additional Sustainability Appraisal

Figure X: Rail Noise Pollution

- North Essex Authority Boundaries
- A-weighted equivalent continuous sound level at night (2300 – 0700) exceeding 54.9 dB
- A-weighted equivalent continuous sound level daytime - 16 hour (07:00 – 23:00) exceeding 59.9 dB

Map Scale @A3: 1:210,000

LUC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Nicholson_M LUC FIGX_10404_r0_RoadNoisePollution_A3L 22/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

Figure X: Road Noise Pollution

- North Essex Authority Boundaries
- Surrounding Local Authorities
- A-weighted equivalent continuous sound level at night (2300 – 0700) exceeding 54.9 dB
- A-weighted equivalent continuous sound level daytime - 16 hour (07:00 – 23:00) exceeding 59.9 dB

Map Scale @A3: 1:210,000

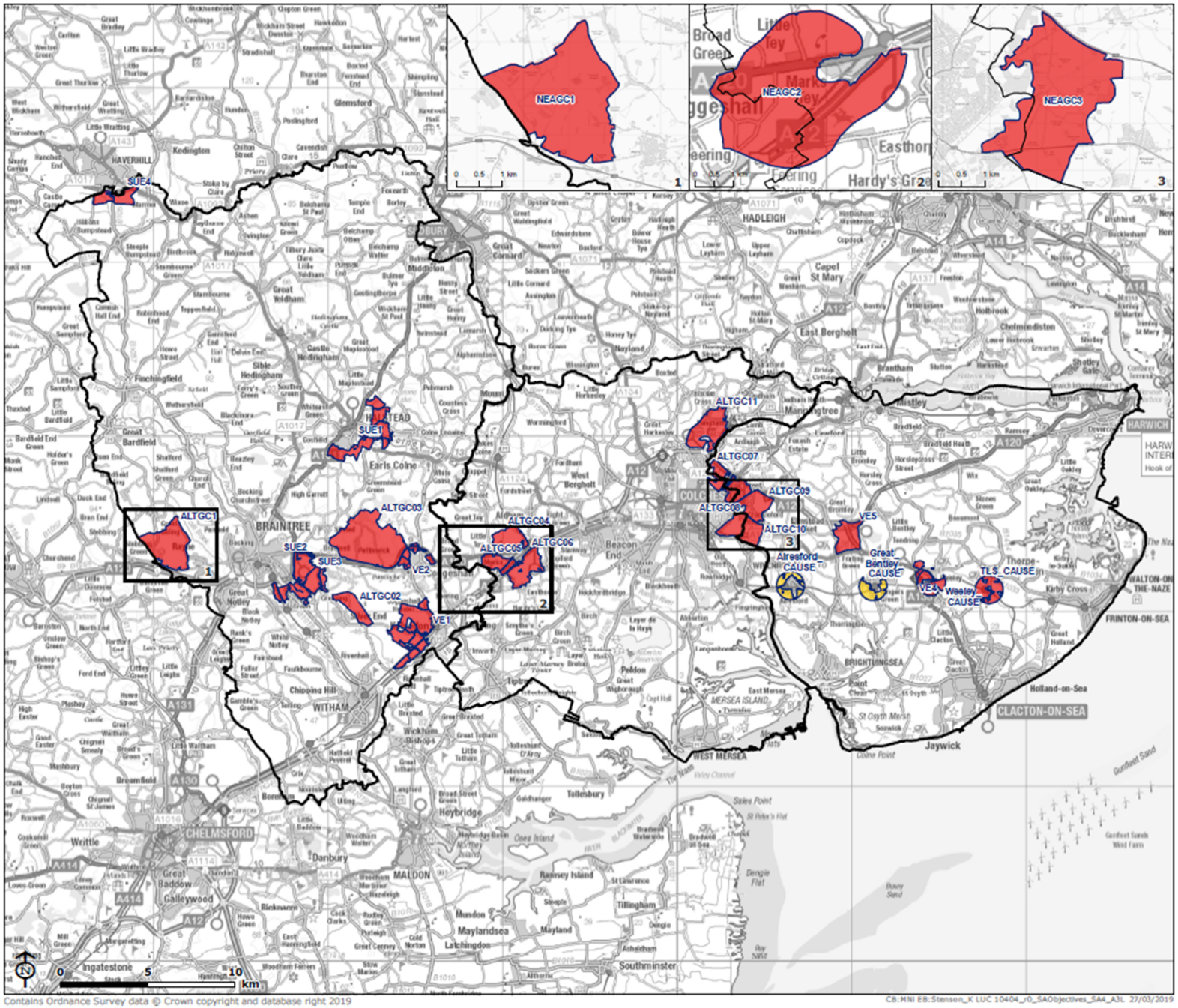
LUC

Source:

Stage 1 draft findings

Purpose

- To identify any potential showstoppers
- To see if any locations perform particularly strongly
- To see if any locations perform particularly poorly
- To narrow down potential locations to be included in spatial strategy alternatives



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA4_A3L 27/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA4. Ensure and improve viability of centres (Part 1a)

- North Essex Authority Boundaries
- Strategic Site

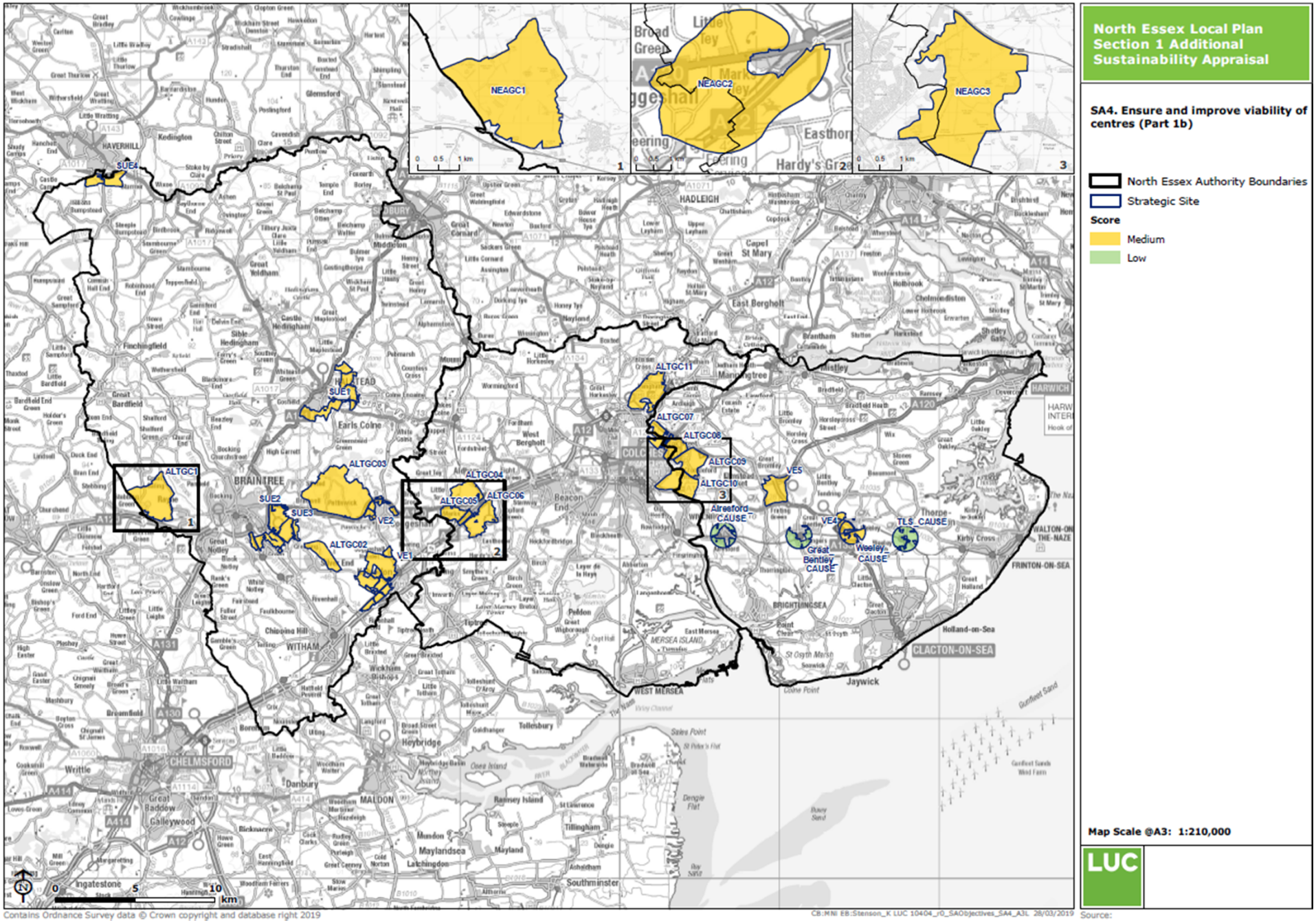
Score

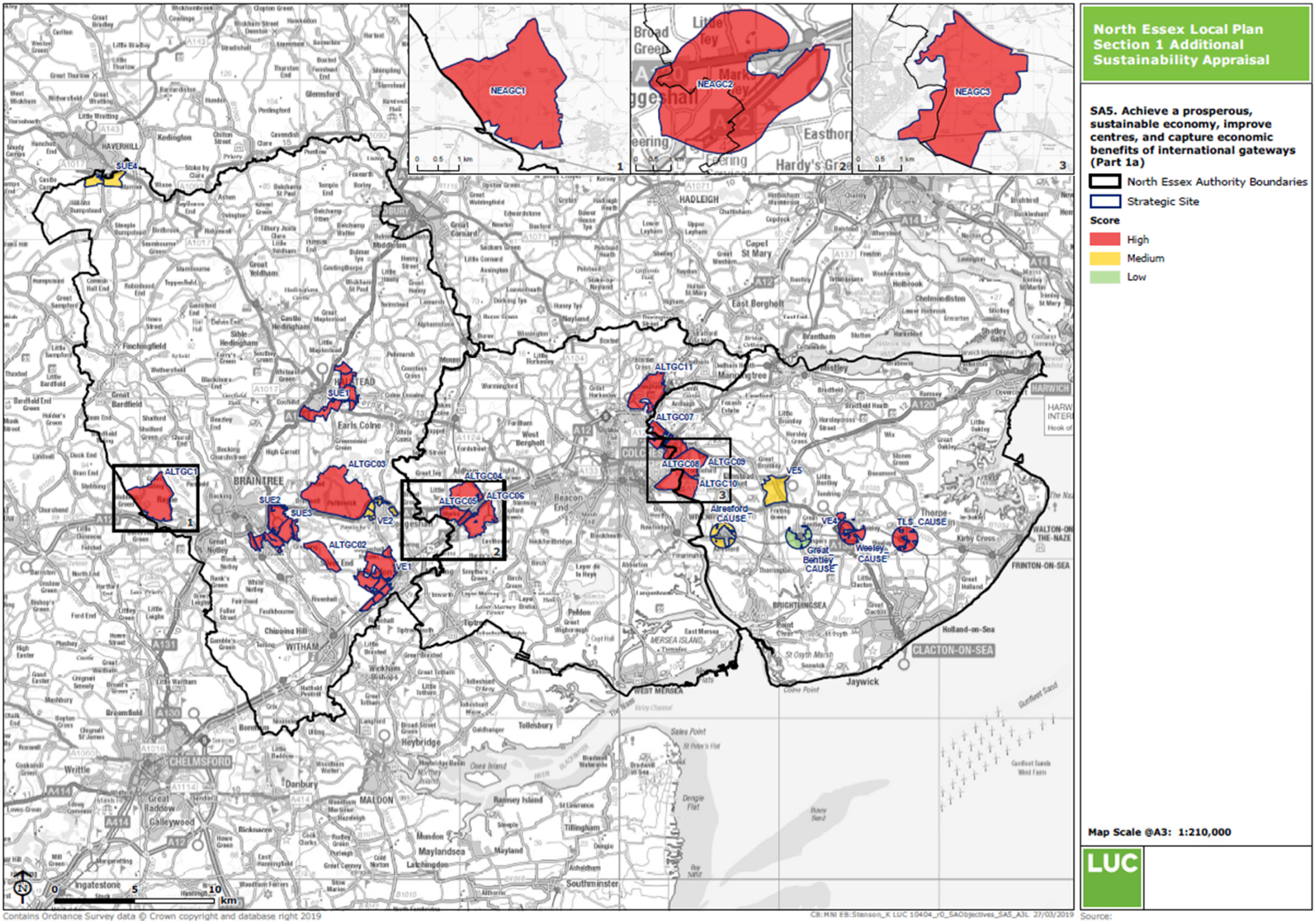
- High
- Medium

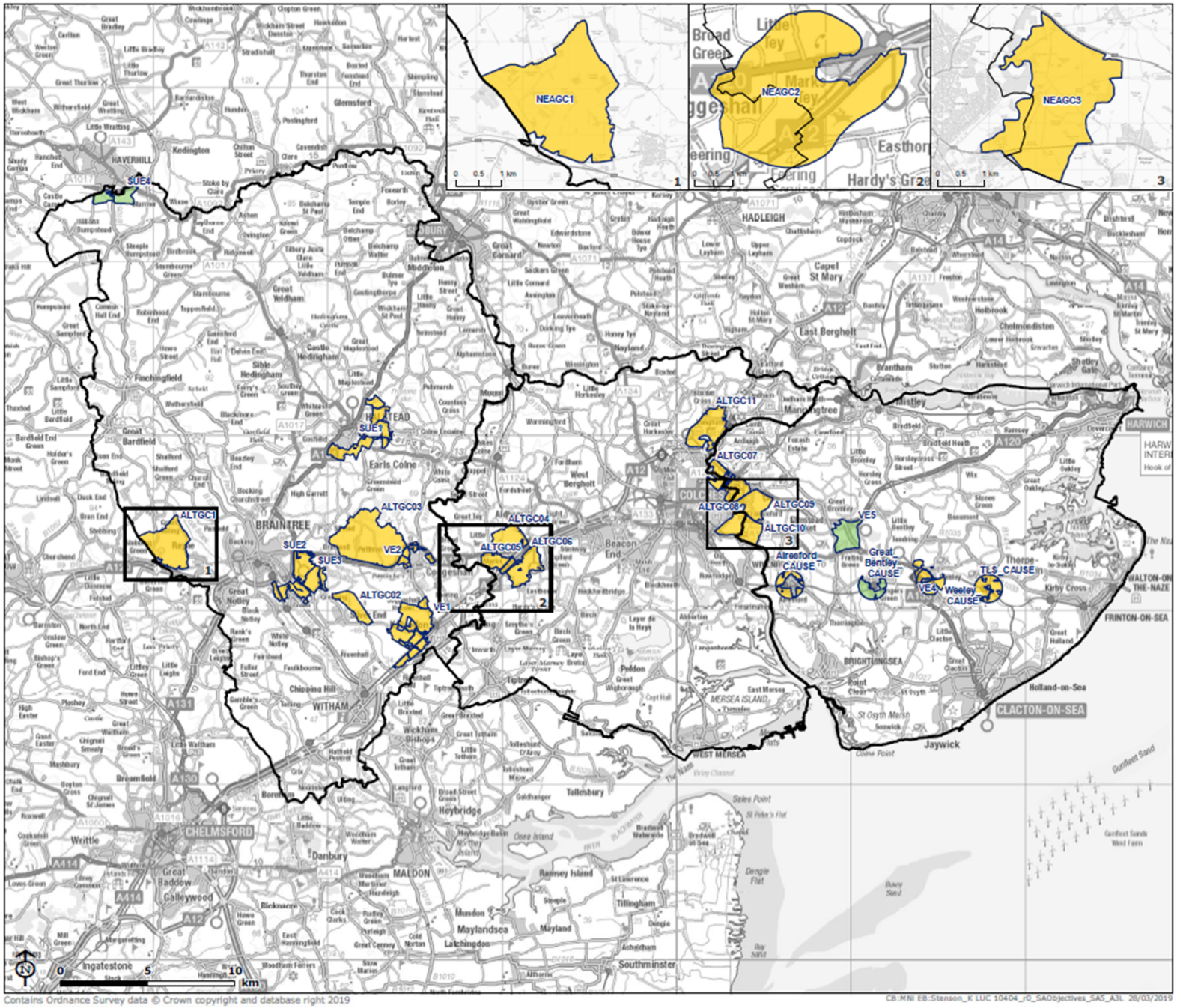
Map Scale @A3: 1:210,000

LUC

Source:


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
SA4. Ensure and improve viability of centres (Part 1b)
North Essex Authority Boundaries
Strategic Site
Score
Medium
Low
Map Scale @A3: 1:210,000
LUC
NEAGC1
NEAGC2
NEAGC3
SUE4
SUE1
SUE2
SUE3
ALTGC1
ALTGC02
ALTGC03
ALTGC04
ALTGC05
ALTGC06
ALTGC07
ALTGC08
ALTGC09
ALTGC10
ALTGC11
VE1
VE2
VE4
VE5
Alresford CAUSE
Great Bentley CAUSE
Weeley CAUSE
TLS CAUSE
HAVERHILL
BRAINTREE
Earls Colne
COLCHESTER
CHELMSFORD
MALDON
CLACTON-ON-SEA
FRINTON-ON-SEA
HARWICH
WITHAM
Tollesbury
Heybridge
Maylandsea
Southminster
Jaywick
Holland-on-Sea
BRIGHTLINGSEA
WEST MERSEA
MERSEA ISLAND
Ingatestone
0 5 10 km
Contains Ordnance Survey data © Crown copyright and database right 2019
CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA4_A3L 28/03/2019
Source:


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
SA5. Achieve a prosperous, sustainable economy, improve centres, and capture economic benefits of international gateways (Part 1a)
North Essex Authority Boundaries
Strategic Site
Score
High
Medium
Low
Map Scale @A3: 1:210,000
LUC
NEAGC1
NEAGC2
NEAGC3
SUE4
SUE1
SUE2
SUE3
ALTGC01
ALTGC02
ALTGC03
ALTGC04
ALTGC05
ALTGC06
ALTGC07
ALTGC08
ALTGC09
ALTGC10
ALTGC11
VE1
VE2
VE4
VE5
TLS_CAUSE
Alresford CAUSE
Great Bentley CAUSE
Weeley CAUSE
HAVERHILL
BURY
HADLEIGH
Capel St Mary
East Bergholt
Manningtree
Mistley
HARWICH
Earls Colne
BRAINTREE
Great Bardfield
Finchingfield
Great Yeldham
Castle Hedingham
Sible Hedingham
Halstead
Colchester
West Bergholt
Beacon End
Thorpe-le-Soken
Kirby Cross
FRINTON-ON-SEA
WALTON-ON-THE-NAZE
BRIGHTLINGSEA
Holland-on-Sea
CLACTON-ON-SEA
Jaywick
WEST MERSEA
MERSEA ISLAND
Tollesbury
Heybridge
Maldon
Danbury
CHELMSFORD
Great Baddow
Galleywood
Writtle
Witham
Kelvedon
Coggeshall
Ingatestone
Maylandsea
Mayland
Tillingham
Southminster
Rayleigh
Hockley
Hadleigh
Leigh-on-Sea
Southend-on-Sea
Rochford
Hullbridge
Hockley
Rayleigh
Wickford
Billericay
Brentwood
Ongar
Harlow
Epping
Chipping Ongar
Great Dunmow
Thaxted
Saffron Walden
Braintree
Bocking
Coggeshall
Kelvedon
Tiptree
Maldon
Burnham-on-Crouch



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA5_A3L 28/03/2019

Source:

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA5. Achieve a prosperous, sustainable economy, improve centres, and capture economic benefits of international gateways (Part 1b)

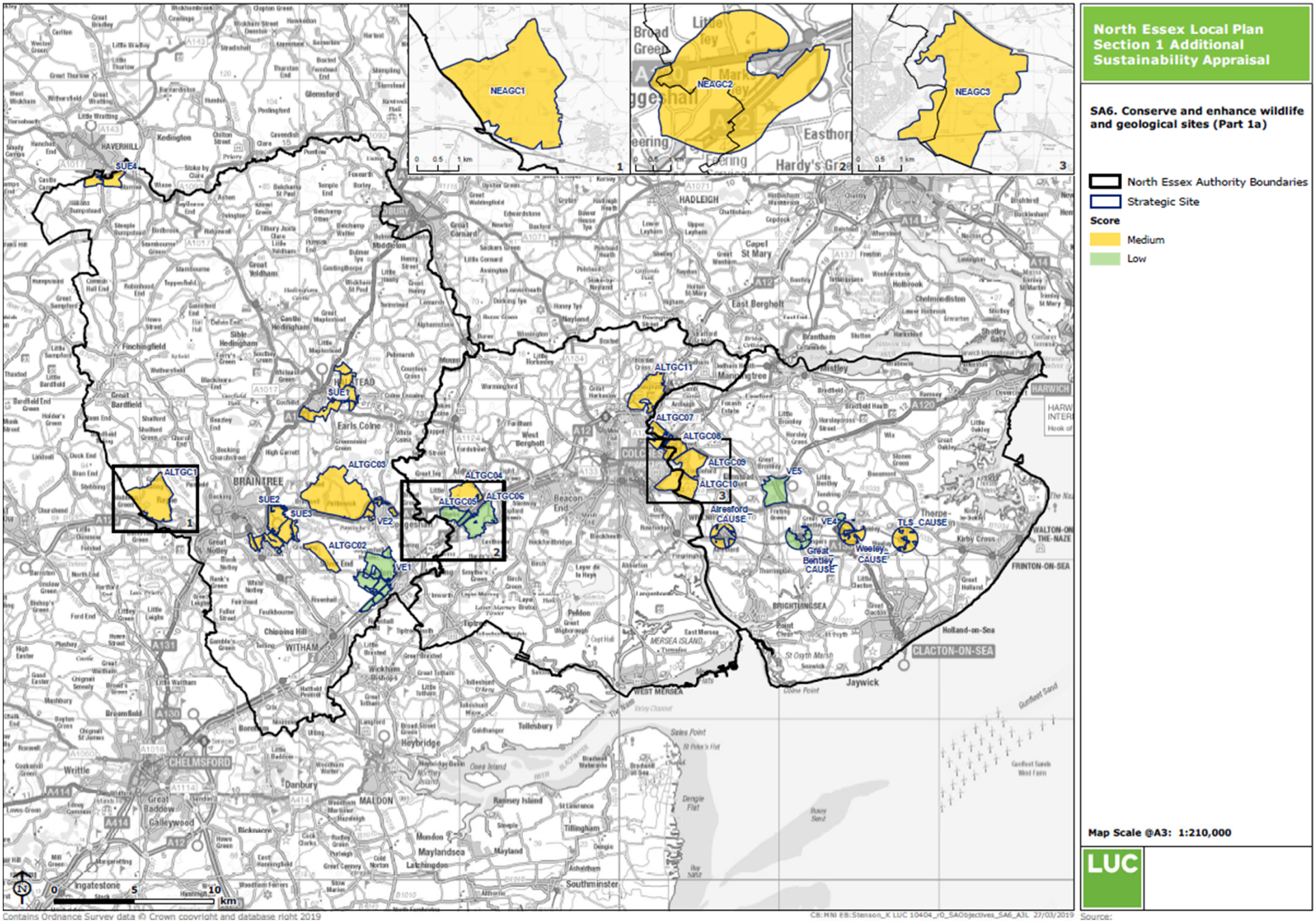
- North Essex Authority Boundaries
- Strategic Site

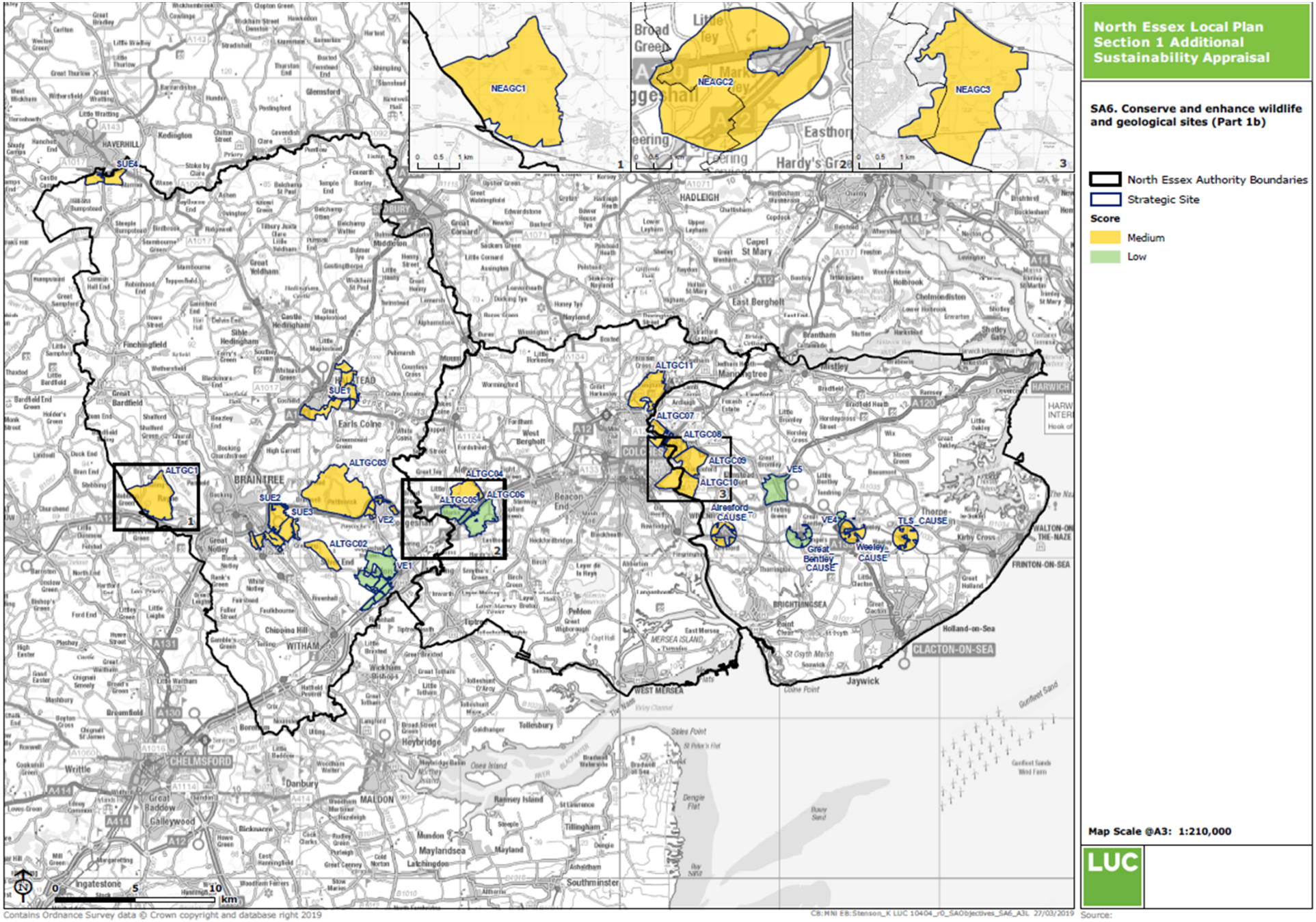
Score

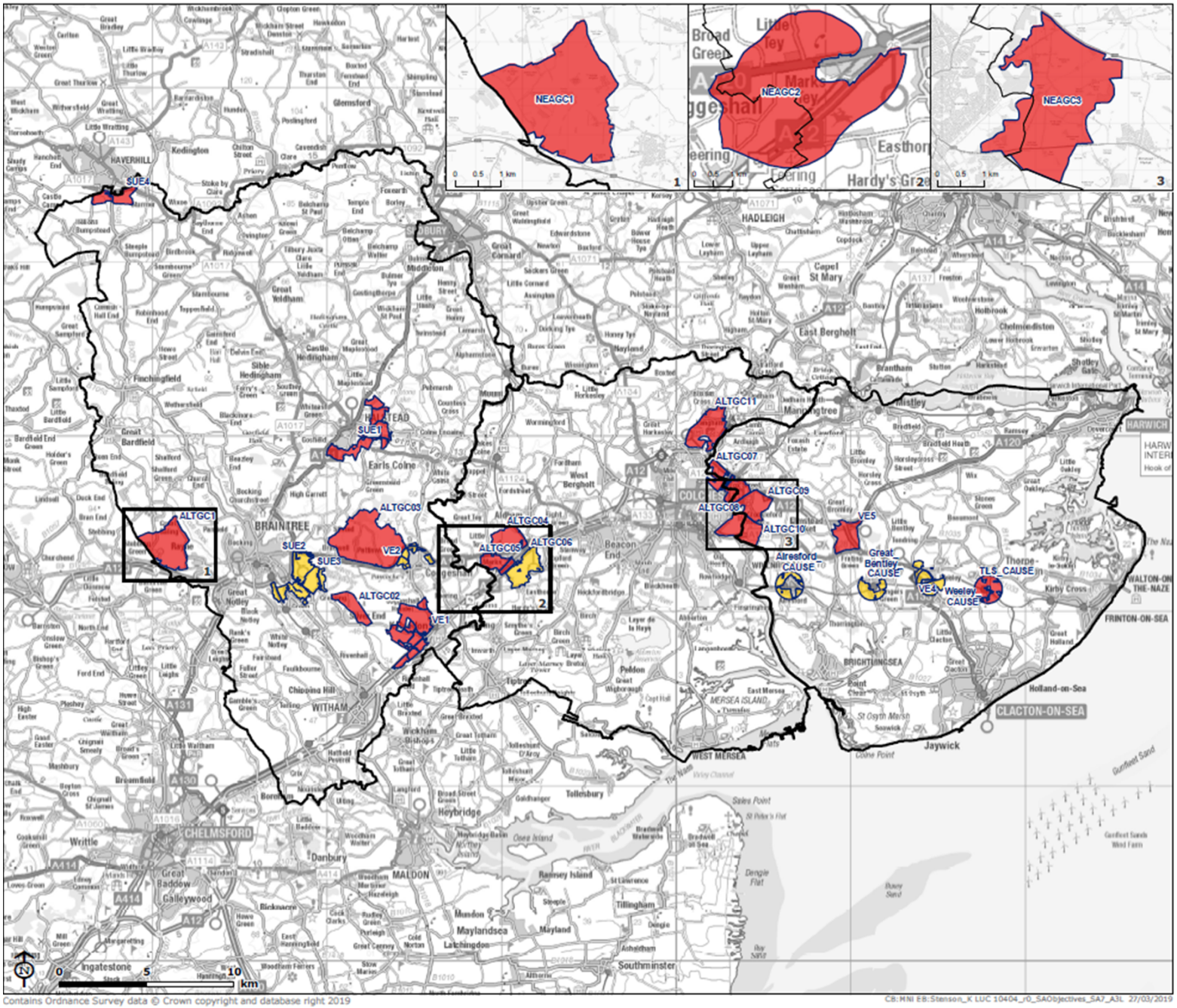
- Medium
- Low

Map Scale @A3: 1:210,000

LUC


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
SA6. Conserve and enhance wildlife and geological sites (Part 1a)
North Essex Authority Boundaries
Strategic Site
Score
Medium
Low
Map Scale @A3: 1:210,000
LUC
NEAGC1
NEAGC2
NEAGC3
SUE4
SUE1
SUE2
SUE3
ALTGC01
ALTGC02
ALTGC03
ALTGC04
ALTGC05
ALTGC06
ALTGC07
ALTGC08
ALTGC09
ALTGC10
ALTGC11
VE1
VE2
VE4
VE5
Alresford_CAUSE
Great Bentley CAUSE
Weeley_CAUSE
TLS_CAUSE
HAVERHILL
HADLEIGH
BRAINTREE
Earls Colne
Mistley
HARWICH
WITHAM
CHELMSFORD
MALDON
CLACTON-ON-SEA
FRINTON-ON-SEA
WALTON-ON-THE-NAZE
BRIGHTLINGSEA
Jaywick
Holland-on-Sea
WEST MERSEA
Tollesbury
Heybridge
Maylandsea
Southminster
Ingatestone
Contains Ordnance Survey data © Crown copyright and database right 2019
Source:


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
SA6. Conserve and enhance wildlife and geological sites (Part 1b)
North Essex Authority Boundaries
Strategic Site
Score
Medium
Low
Map Scale @A3: 1:210,000
LUC
NEAGC1
NEAGC2
NEAGC3
SUE4
SUE1
SUE2
SUE3
ALTGC01
ALTGC02
ALTGC03
ALTGC04
ALTGC05
ALTGC06
ALTGC07
ALTGC08
ALTGC09
ALTGC10
ALTGC11
VE1
VE2
VE4
VE5
Alresford CAUSE
Great Bentley CAUSE
Weeley CAUSE
TLS_CAUSE
HAVERHILL
BRAINTREE
HALSTEAD
Earls Colne
HADLEIGH
Mistley
HARWICH
WITHAM
CHELMSFORD
MALDON
Danbury
Tollesbury
Heybridge
Maylandsea
Southminster
Jaywick
CLACTON-ON-SEA
Holland-on-Sea
BRIGHLINGSEA
FRINTON-ON-SEA
WALTON-ON-THE-NAZE
WEST MERSEA
MERSEA ISLAND
Contains Ordnance Survey data © Crown copyright and database right 2019
Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA7_A3L 27/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA7. Achieve more sustainable travel behaviour (Part 1a)

North Essex Authority Boundaries

Strategic Site

Score

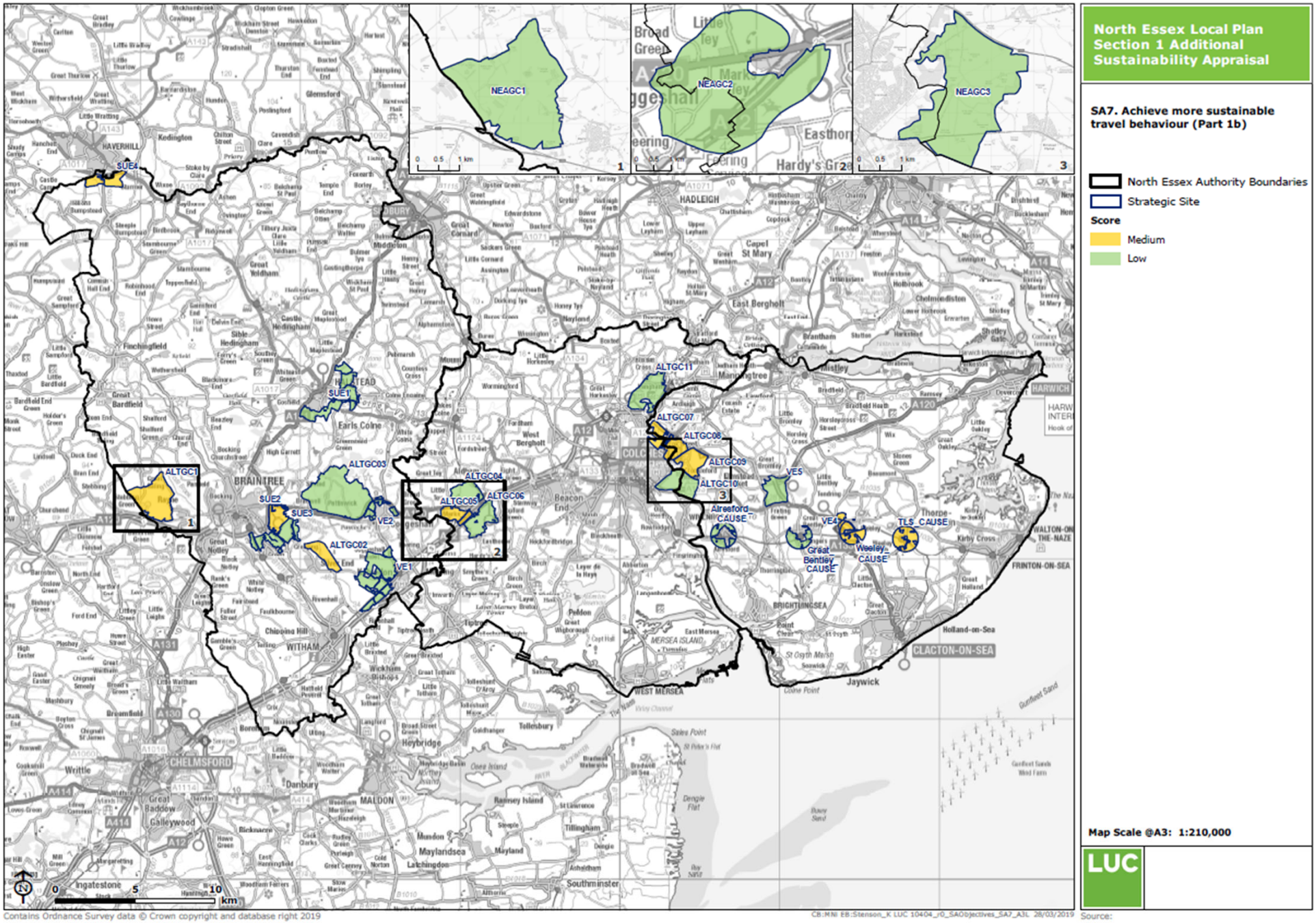
High

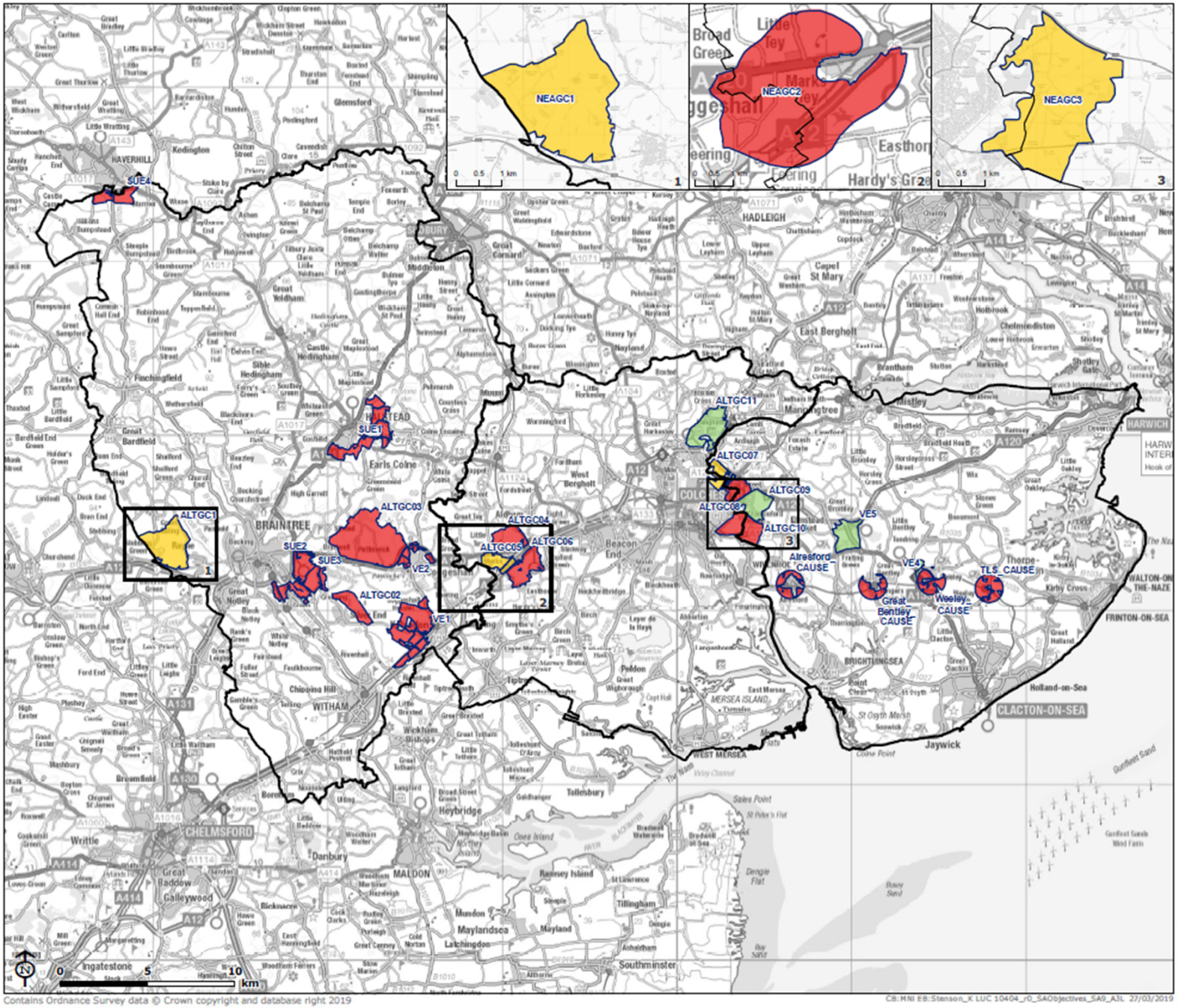
Medium

Map Scale @A3: 1:210,000

LUC

Source:


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
SA7. Achieve more sustainable travel behaviour (Part 1b)
North Essex Authority Boundaries
Strategic Site
Score
Medium
Low
Map Scale @A3: 1:210,000
LUC
NEAGC1
NEAGC2
NEAGC3
SUE4
SUE1
SUE2
SUE3
ALTGC01
ALTGC02
ALTGC03
ALTGC04
ALTGC05
ALTGC06
ALTGC07
ALTGC08
ALTGC09
ALTGC10
ALTGC11
VE1
VE2
VE4
VE5
Alresford_CAUSE
Great Bentley CAUSE
Weeley_CAUSE
TLS_CAUSE
HAVERHILL
HADLEIGH
BRAINTREE
COLCHESTER
WITHAM
CHELMSFORD
MALDON
CLACTON-ON-SEA
HARWICH
FRINTON-ON-SEA
WALTON-ON-THE-NAZE
BRIGHTLINGSEA
WEST MERSEA
Contains Ordnance Survey data © Crown copyright and database right 2019
Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA9_A3L 27/03/2019

Source:

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA9. Conserve and enhance the historic environment and townscape (Part 1a)

North Essex Authority Boundaries

Strategic Site

Score

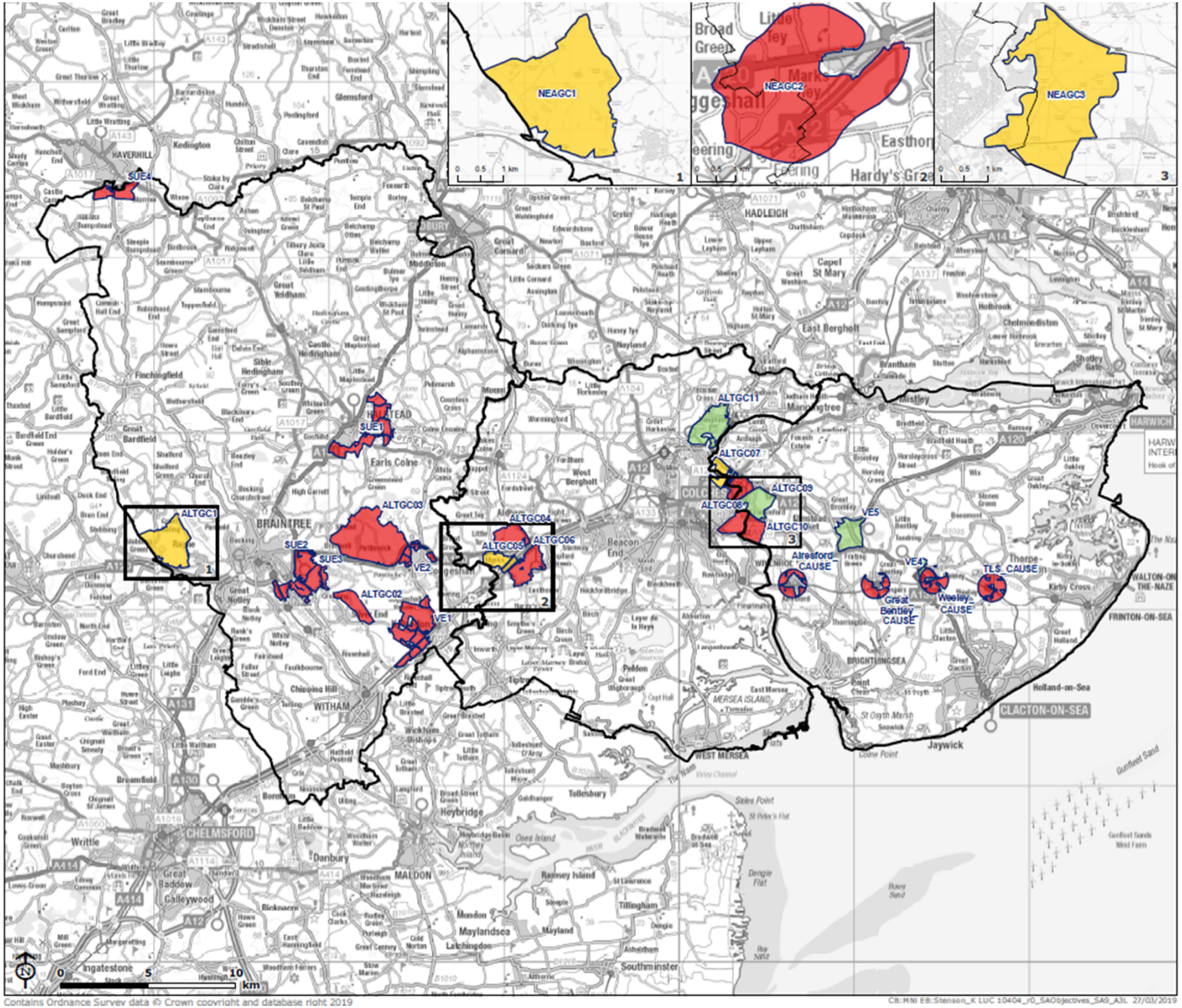
High

Medium

Low

Map Scale @A3: 1:210,000

LUC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA9_A3L 27/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA9. Conserve and enhance the historic environment and townscape (Part 1b)

North Essex Authority Boundaries

Strategic Site

Score

High

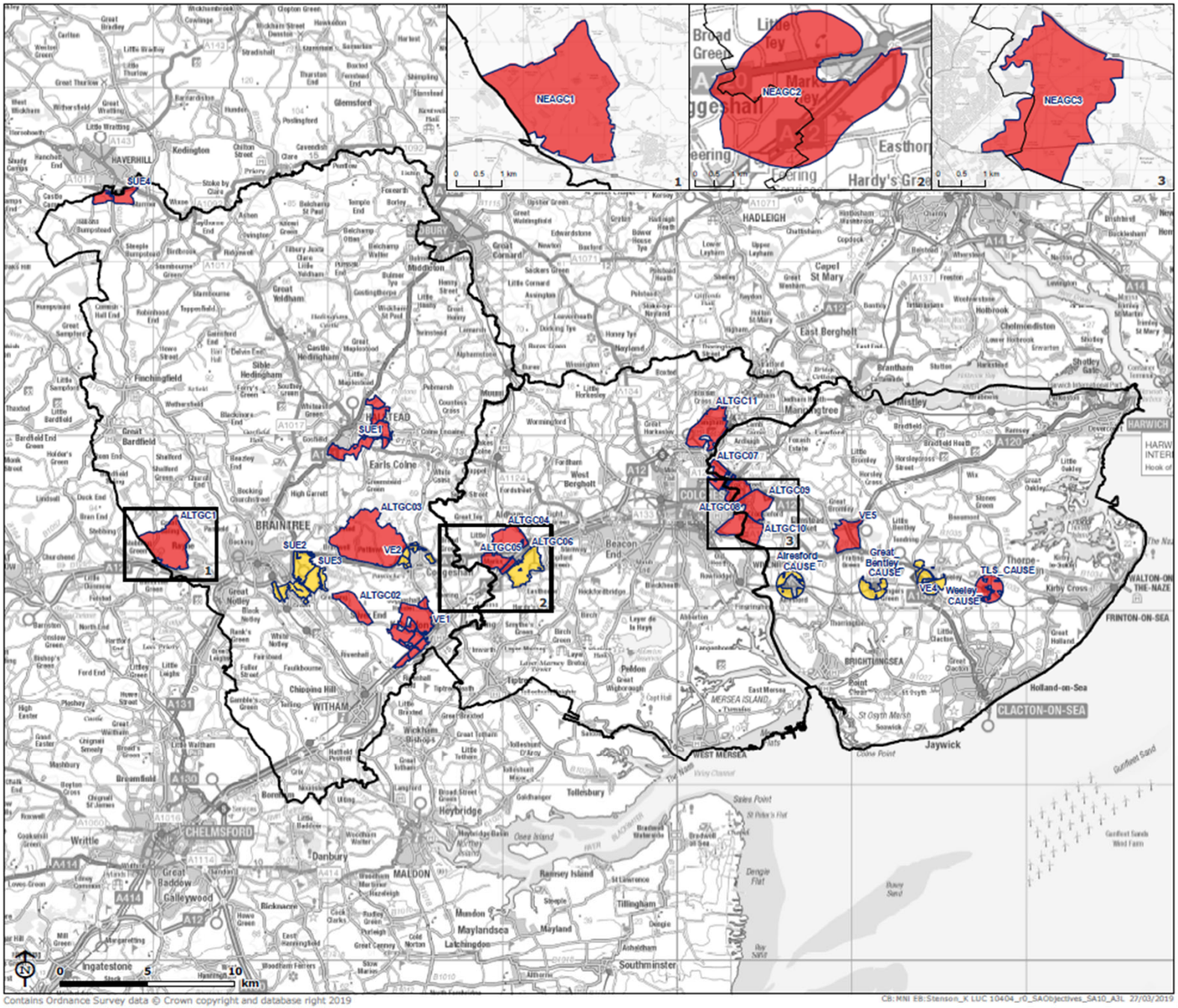
Medium

Low

Map Scale @A3: 1:210,000

LUC

Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA10_A3L 27/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA10. Use energy efficiently and reduce greenhouse gas emissions (Part 1a)

North Essex Authority Boundaries

Strategic Site

Score

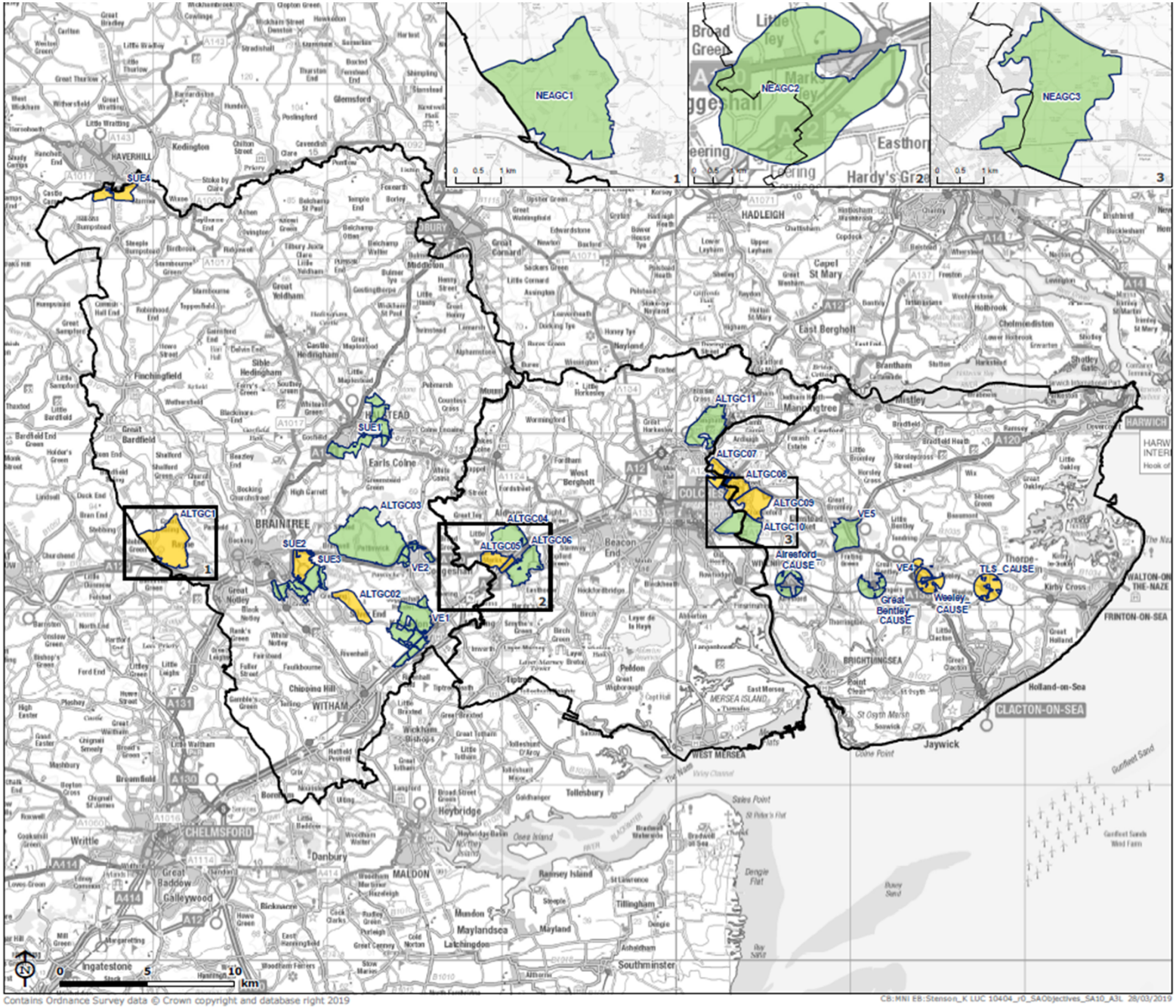
High

Medium

Map Scale @A3: 1:210,000

LUC

Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA10_A3L 28/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA10. Use energy efficiently and reduce greenhouse gas emissions (Part 1b)

North Essex Authority Boundaries

Strategic Site

Score

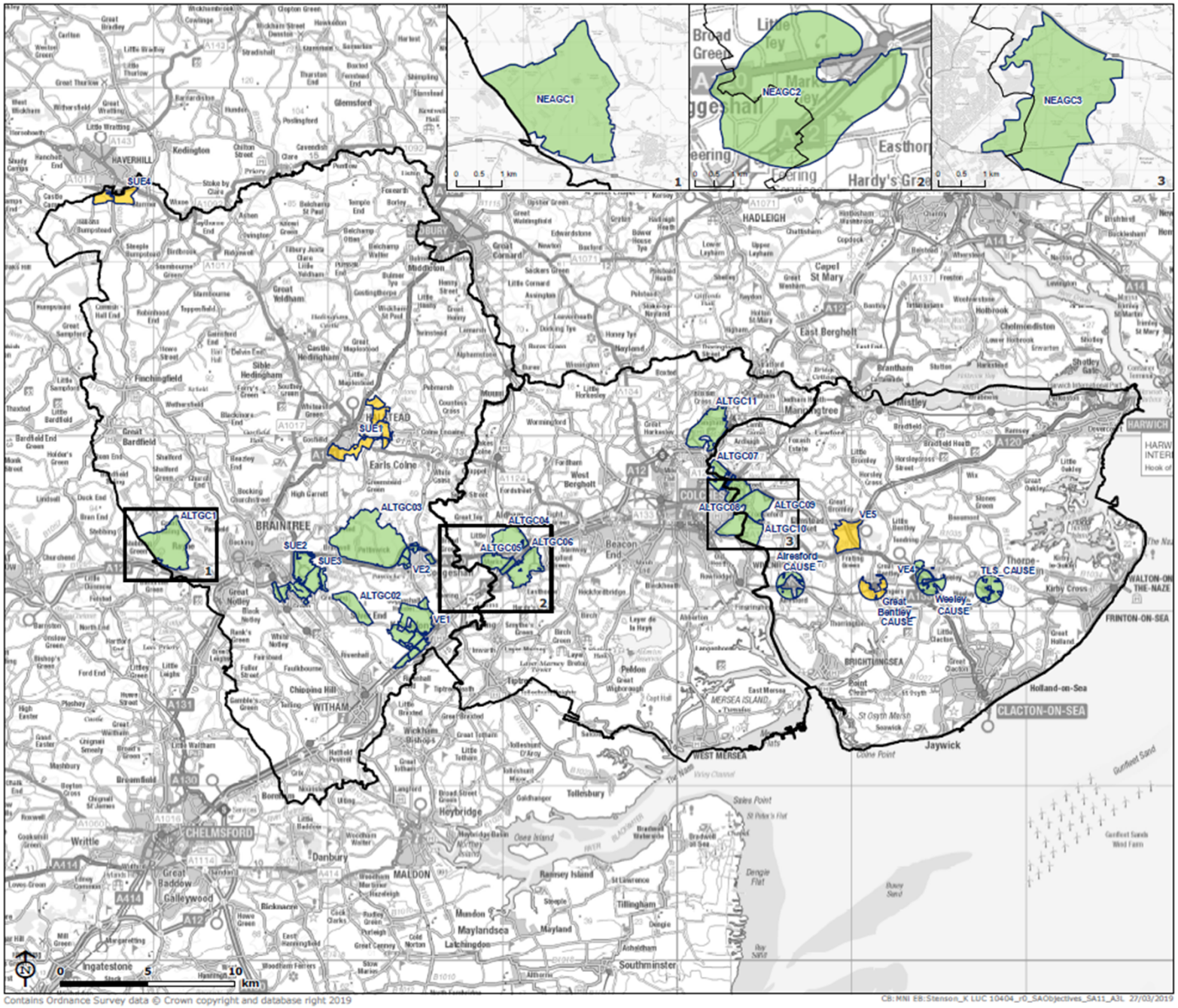
Medium

Low

Map Scale @A3: 1:210,000

LUC

Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA11_A3L 27/03/2019

Source:

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA11. Improve water quality, water scarcity & sewerage capacity (Part 1a)

North Essex Authority Boundaries

Strategic Site

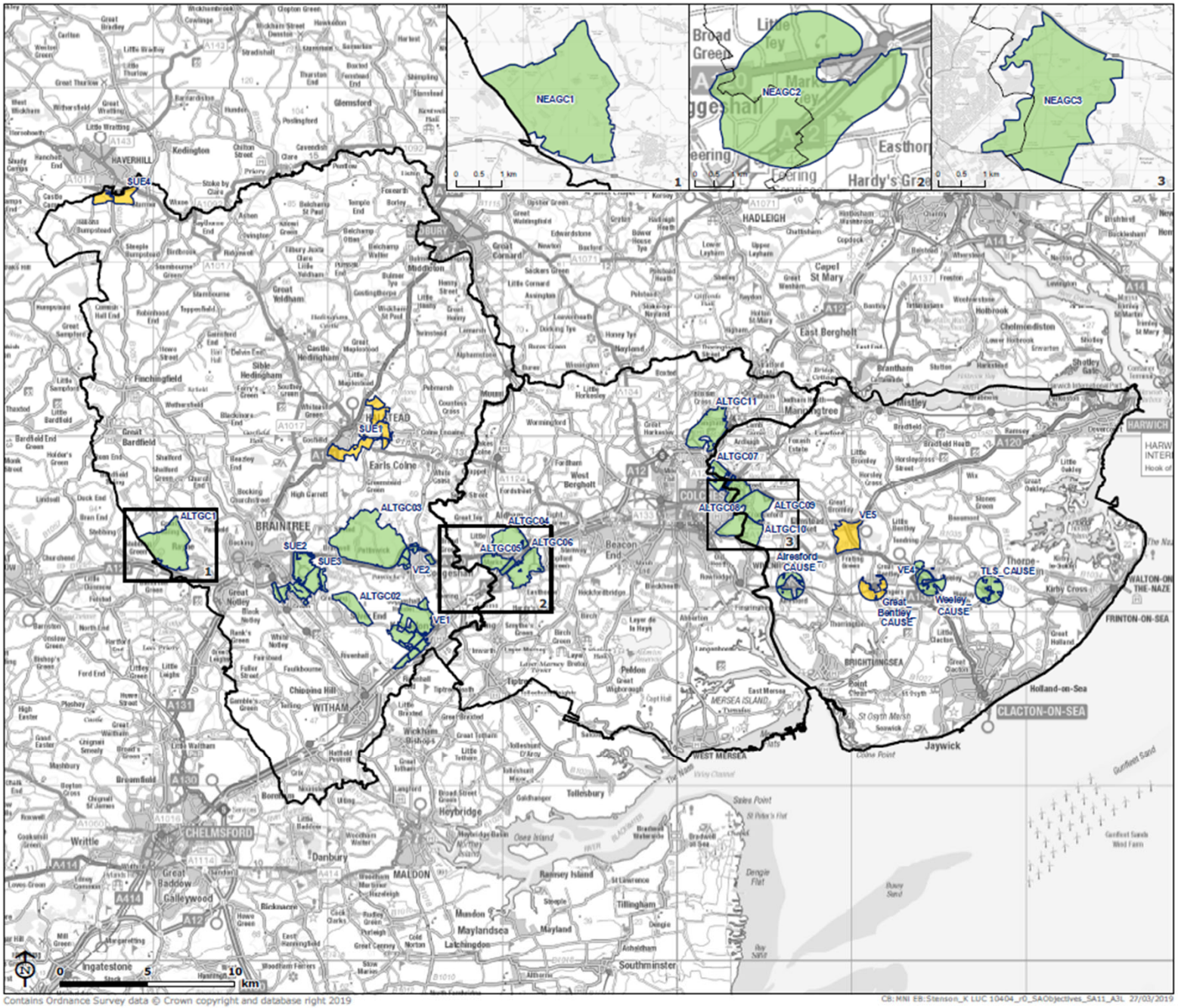
Score

Medium

Low

Map Scale @A3: 1:210,000

LUC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA11_A3L 27/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA11. Improve water quality, water scarcity & sewerage capacity (Part 1b)

North Essex Authority Boundaries

Strategic Site

Score

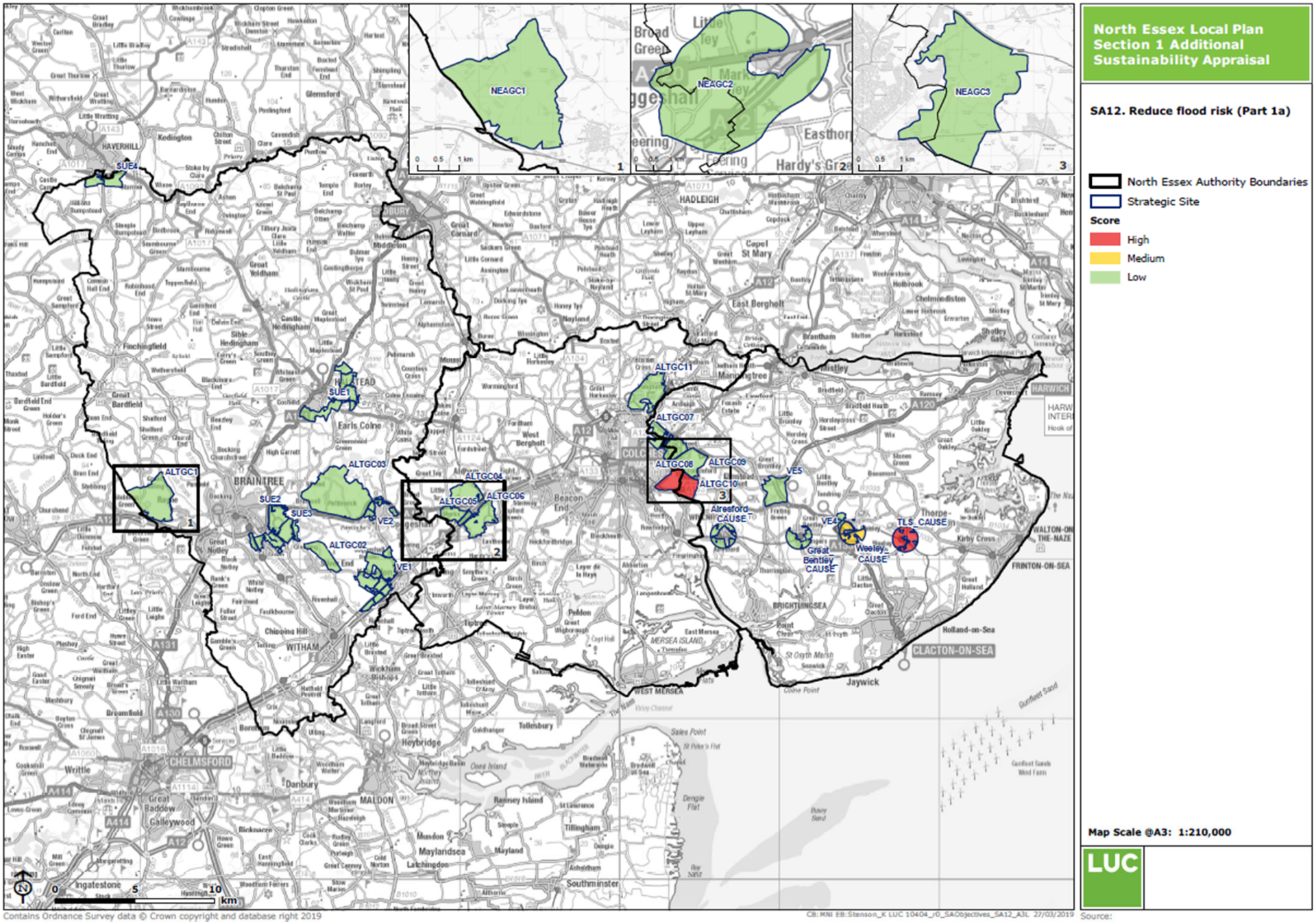
Medium

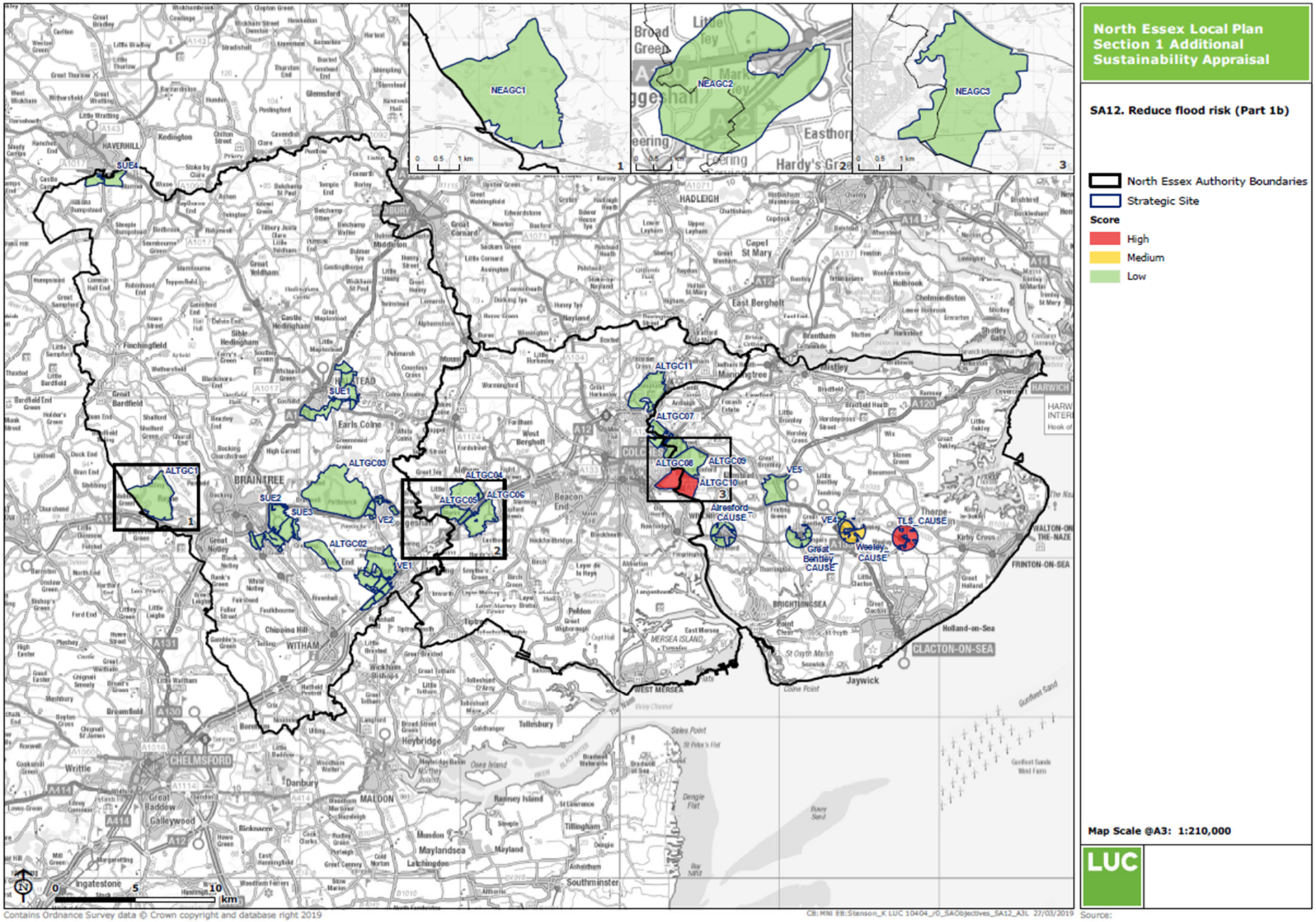
Low

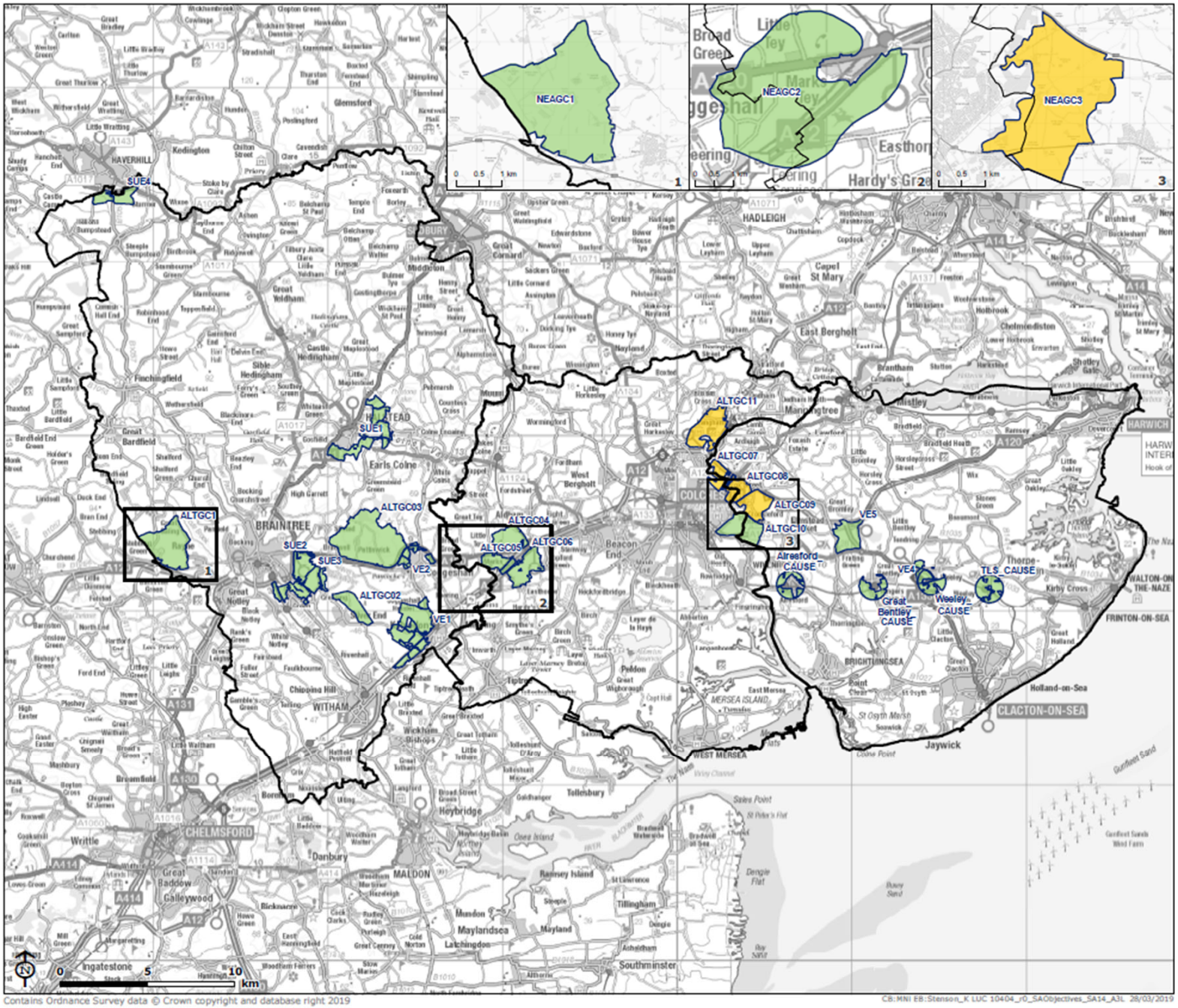
Map Scale @A3: 1:210,000

LUC

Source:


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
SA12. Reduce flood risk (Part 1a)
North Essex Authority Boundaries
Strategic Site
Score
High
Medium
Low
Map Scale @A3: 1:210,000
LUC
NEAGC1
NEAGC2
NEAGC3
SUE4
SUE1
SUE2
SUE3
ALTGC01
ALTGC02
ALTGC03
ALTGC04
ALTGC05
ALTGC06
ALTGC07
ALTGC08
ALTGC09
ALTGC10
ALTGC11
VE1
VE2
VE4
VE5
TLS_CAUSE
Weeley_CAUSE
Great Bentley CAUSE
Alresford CAUSE
HAVERHILL
HALSTEAD
Earls Colne
BRAINTREE
WITHAM
CHELMSFORD
MALDON
COLCHESTER
HADLEIGH
Mistley
HARWICH
FRINTON-ON-SEA
CLACTON-ON-SEA
BRIGHTLINGSEA
WEST MERSEA
Tollesbury
Heybridge
Maldon
Southminster
Ingatestone
0 5 10 km
Contains Ordnance Survey data © Crown copyright and database right 2019
CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA12_A3L 27/03/2019
Source:


North Essex Local Plan
Section 1 Additional
Sustainability Appraisal
SA12. Reduce flood risk (Part 1b)
North Essex Authority Boundaries
Strategic Site
Score
High
Medium
Low
Map Scale @A3: 1:210,000
LUC
NEAGC1
NEAGC2
NEAGC3
SUE4
SUE1
SUE2
SUE3
ALTGC01
ALTGC02
ALTGC03
ALTGC04
ALTGC05
ALTGC06
ALTGC07
ALTGC08
ALTGC09
ALTGC10
ALTGC11
VE1
VE2
VE4
VE5
Alresford CAUSE
Great Bentley CAUSE
Weeley CAUSE
TLS_CAUSE
HAVERHILL
BRAINTREE
WITHAM
CHELMSFORD
MALDON
COLCHESTER
CLACTON-ON-SEA
FRINTON-ON-SEA
WALTON-ON-THE-NAZE
HARWICH
Contains Ordnance Survey data © Crown copyright and database right 2019
Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA14_A3L 28/03/2019

Source:

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA14. Conserve and enhance landscape quality (Part 1a)

North Essex Authority Boundaries

Strategic Site

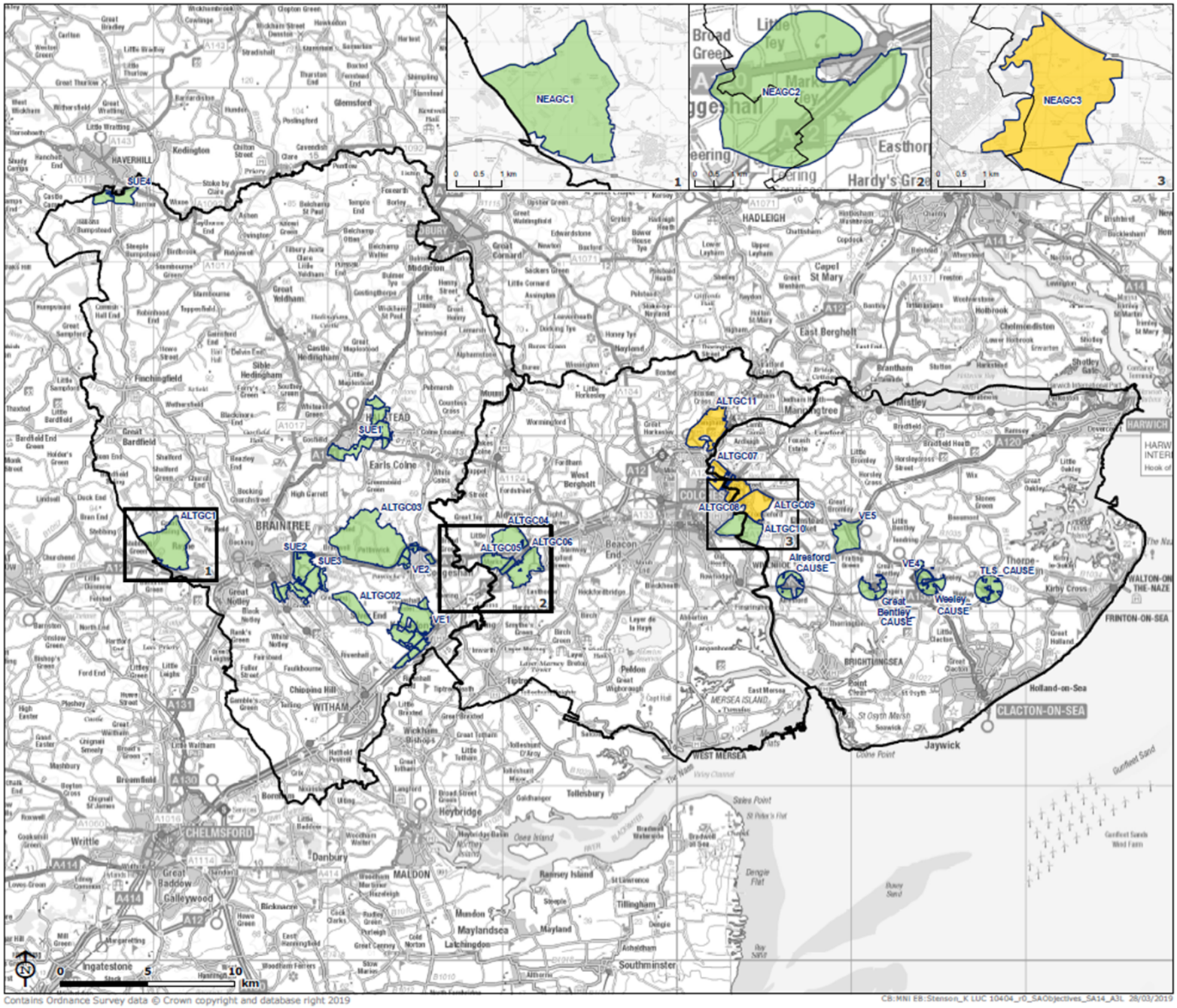
Score

Medium

Low

Map Scale @A3: 1:210,000

LUC



North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA14. Conserve and enhance landscape quality (Part 1b)

North Essex Authority Boundaries

Strategic Site

Score

Medium

Low

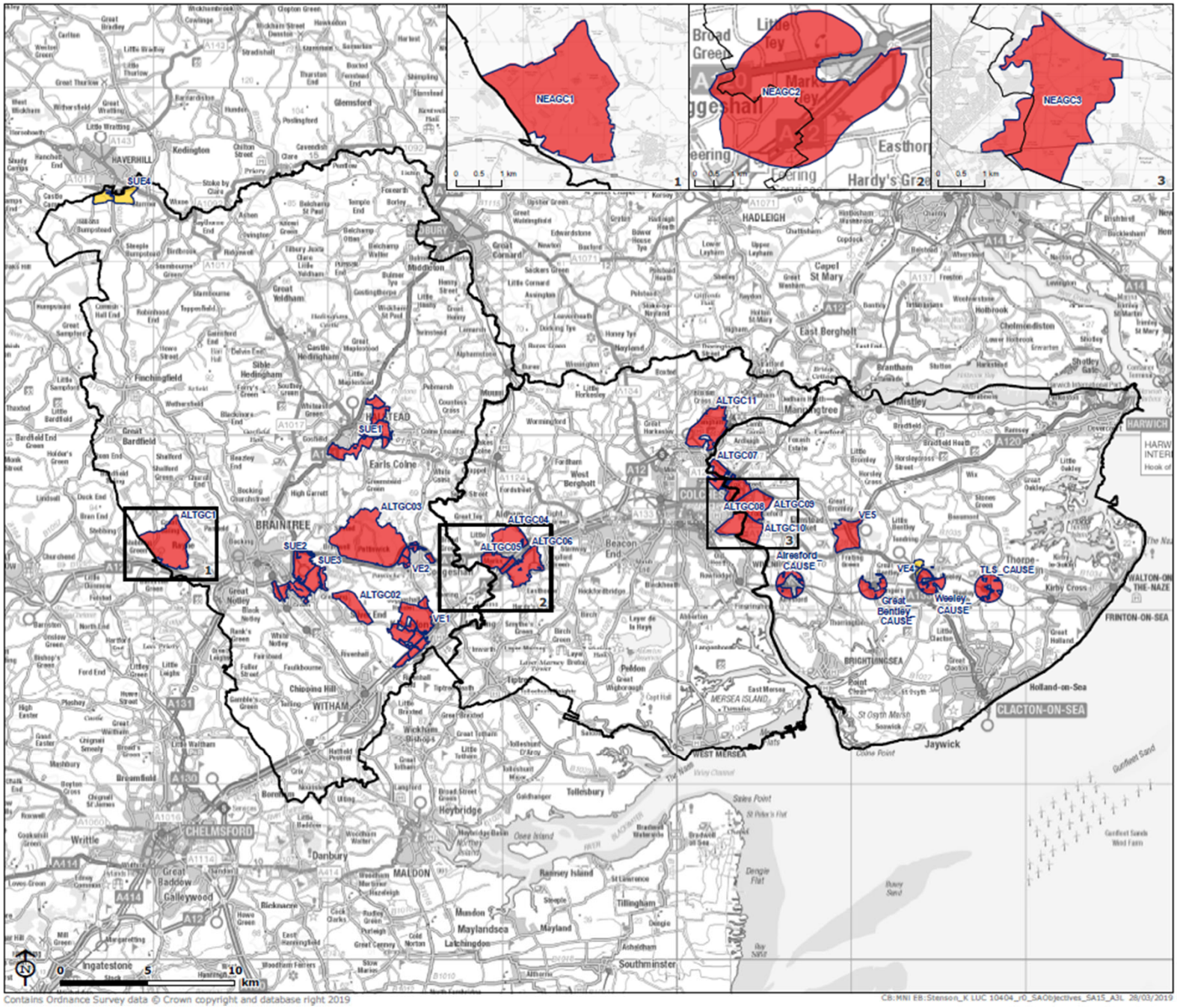
Map Scale @A3: 1:210,000

LUC

Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA14_A3L 28/03/2019

Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA15_A3L 28/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA15. Safeguard & enhance soil quality and mineral deposits (Part 1a)

North Essex Authority Boundaries

Strategic Site

Score

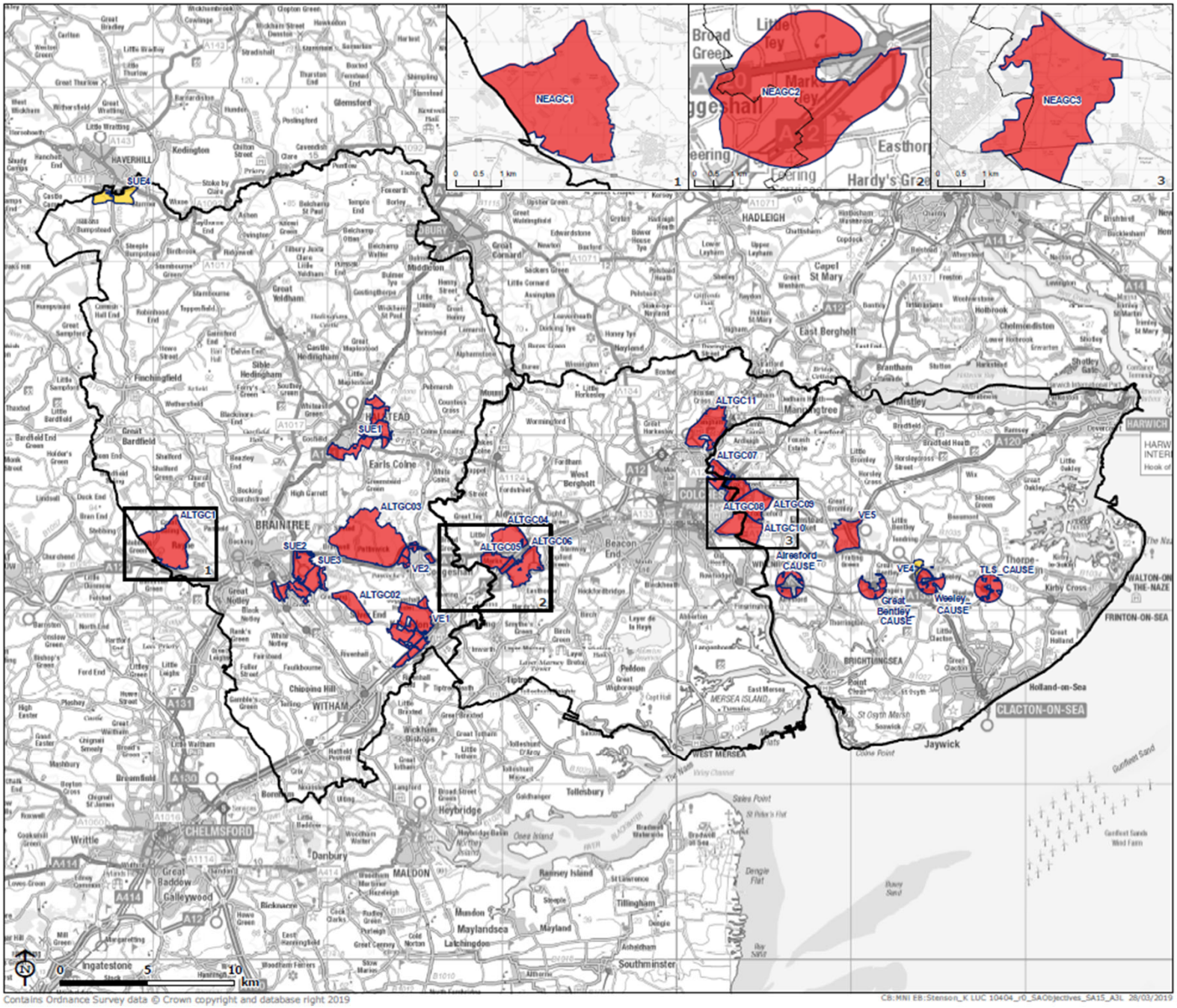
High

Medium

Map Scale @A3: 1:210,000

LUC

Source:



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC 10404_r0_SAObjectives_SA15_A3L 28/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

SA15. Safeguard & enhance soil quality and mineral deposits (Part 1b)

- North Essex Authority Boundaries
- Strategic Site

Score

- High
- Medium

Map Scale @A3: 1:210,000

LUC

Source:

Stage 1 draft findings

Overall findings

- No obvious potential showstoppers (possible exception being impact on AONB)
- Most sites would have an impact on BMV land
- Most sites would have an impact on Minerals Safeguarding Areas
- Heritage assets affect a number of sites
- Noise exposure and local wildlife sites also issues

Stage 1 draft findings

Overall findings

- Locations close to existing services and facilities perform relatively well in Stage 1a for access criteria
- Other locations perform as well under Stage 1b once new services and facilities are factored in
- No locations perform relatively better across all SA objectives
- No locations perform relatively poorly across all SA objectives

Stage 1 draft findings

The challenge

- Identifying reasonable alternative spatial strategies to take to Stage 2 of the assessment
- This is where we would welcome your input this afternoon

North Essex Local Plan Section 1

Additional Sustainability Appraisal

Check & Challenge Workshop

29th March 2019

Alternative spatial strategies

Recommendations of the Inspector

- Proportionate growth
- Three Garden Communities at different scales
- Monks Wood Garden Community at two scales
- Cause Metroplan

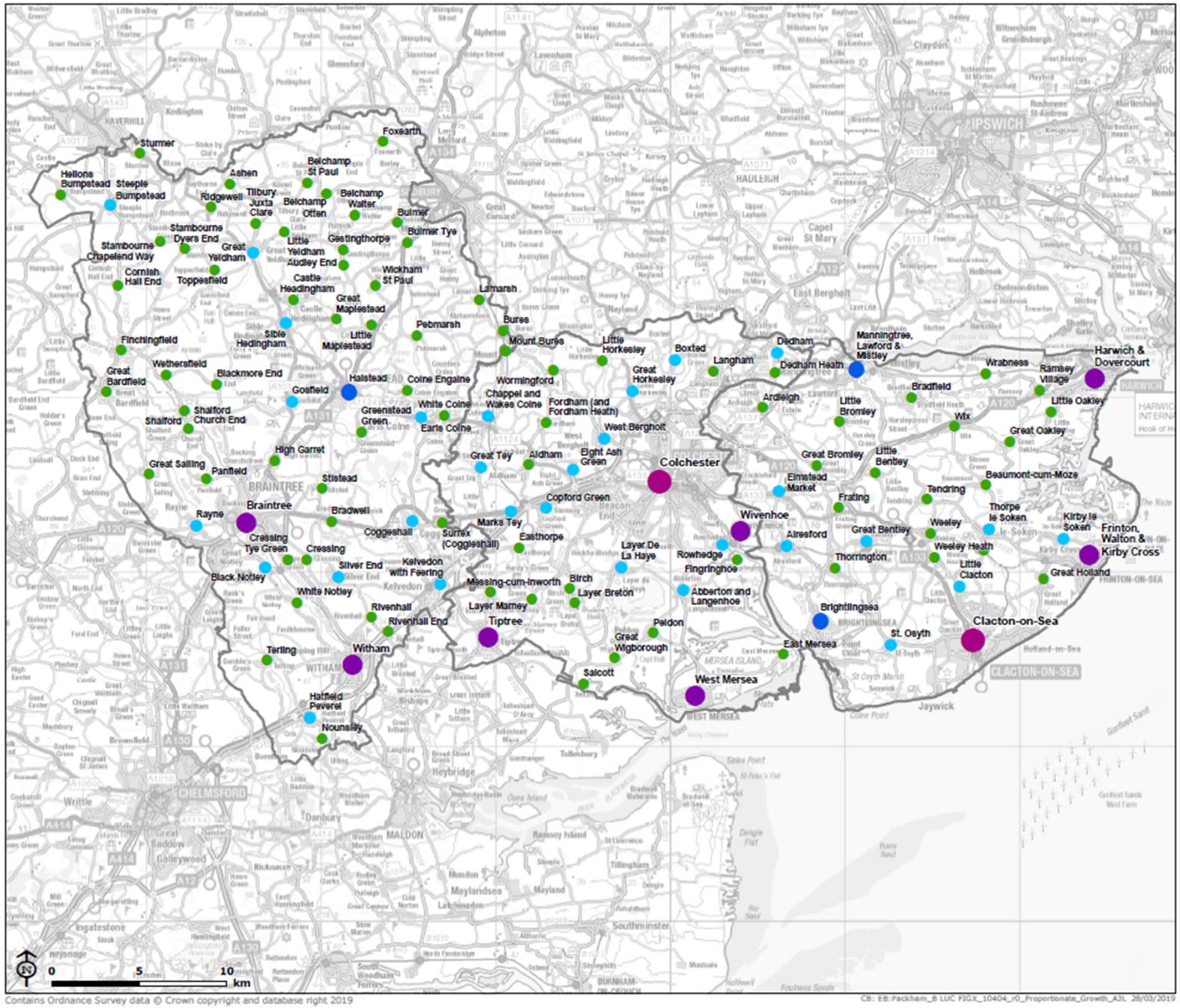
Alternative spatial strategies

Proportionate growth

- Growth of each settlement in proportion to existing dwellings
- Taking into account commitments and Section 2 allocations

Hierarchical growth

- Allocates different proportions to different tiers of settlement:
  - 50% to tier 1 settlements
  - 20% to tier 2 settlement
  - 15% to tier 3 settlements
  - 10% to tier 4 settlements
  - 5% to tier 5 settlements
- Taking into account commitments and Section 2 allocations



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: EB:Packham_B LUC FIGX_10404_r0_Proportionate_Growth_A3L 28/03/2019

Source: LUC

North Essex Local Plan Section 1 Additional Sustainability Appraisal

Proportionate Growth

North Essex Authority Boundaries

Number of additional dwellings needed to acheive proportionate growth

- 0 - 100 Dwellings
- 101 - 500 Dwellings
- 501 - 1000 Dwellings
- 1001 - 5000 Dwellings
- 5001 - 9600 Dwellings

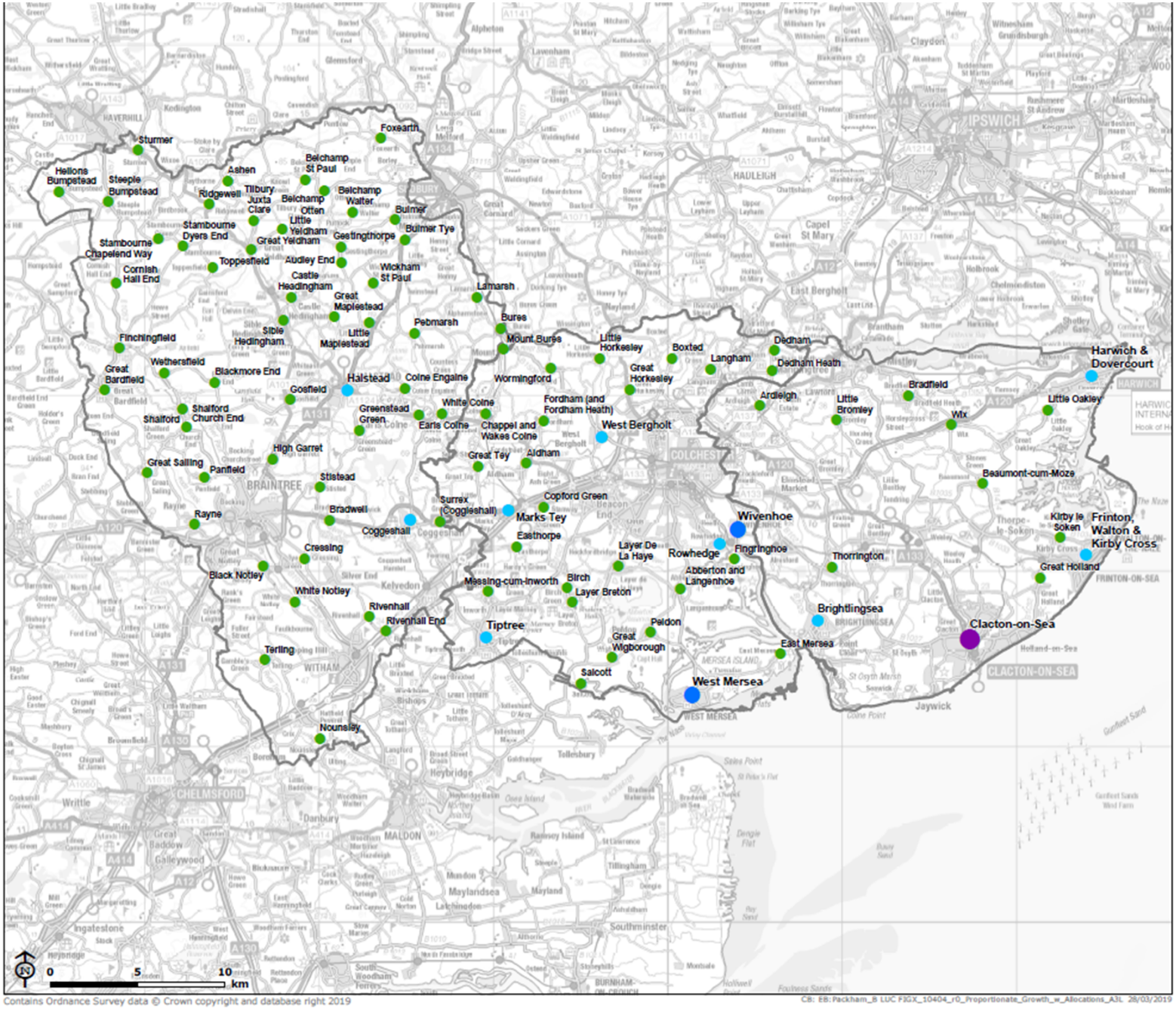
Note:

There are approximately 230,000 dwellings in the NEA Area.Taking account of dwellings which have been built and completed, the Objectively Assessed Housing Need to 2033 is approximately 40,000 new dwellings, which represents an increase in dwelling stock of approximately 17.5%.

The proportionate growth spatial strategy increases each settlement by 17.5% based on their current number of dwellings. This map shows the total number of new dwellings which would be required in each settlement to deliver proportionate growth.

Map Scale @A3: 1:210,000

LUC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: EB:Packham_B LUC FIGX_10404_r0_Proportionate_Growth_w_Allocations_A3L 28/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

Proportionate Growth taking into account planning permission and proposed Local Plan Section 2 allocations

North Essex Authority Boundaries

Number of additional dwellings needed to acheive proportionate growth

- 0 - 100 Dwellings
- 101 - 500 Dwellings
- 501 - 1000 Dwellings
- 1001 - 5000 Dwellings

Note:

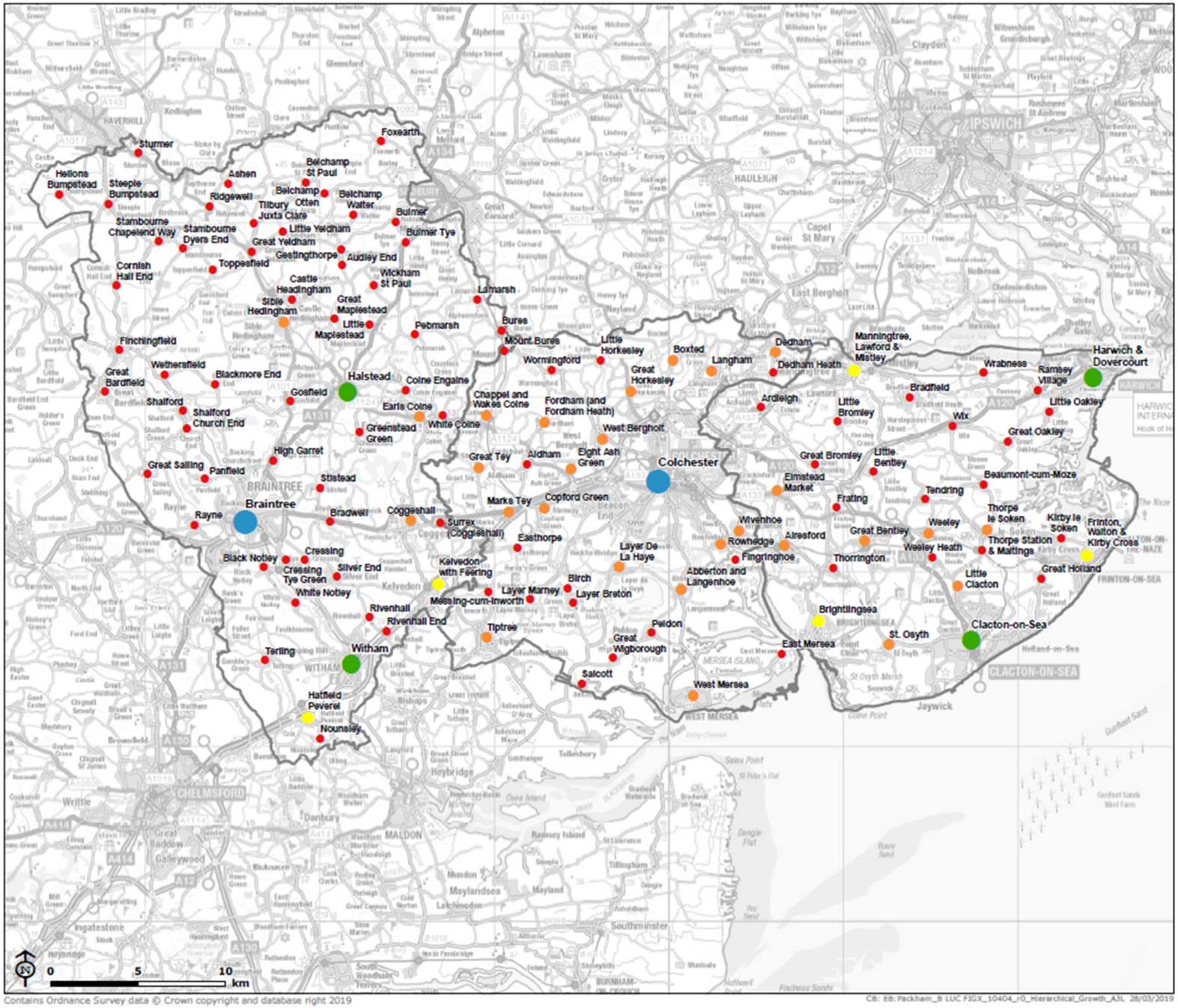
There are approximately 230,000 dwellings in the NEA Area. Taking account of dwellings which have been built and completed, the Objectively Assessed Housing Need to 2033 is approximately 40,000 new dwellings, which represents an increase in dwelling stock of approximately 17.5%.

The proportionate growth spatial strategy increases each settlement by 17.5% based on their current number of dwellings. This map takes into account existing planning permissions and the proposed Local Plan Section 2 allocations, and shows the remaining housing requirement at each settlement.

Map Scale @A3: 1:210,000

LUC

Source: LUC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: EB:Packham_B LUC FIGX_10404_r0_Hierarchical_Growth_A3L 28/03/2019

Source: LUC

North Essex Local Plan Section 1 Additional Sustainability Appraisal

Hierarchical Growth

North Essex Authority Boundaries

Settlement Tier and Total Dwellings

- Tier 1 - 20,000 Dwellings
- Tier 2 - 8,000 Dwellings
- Tier 3 - 5,000 Dwellings
- Tier 4 - 4,000 Dwellings
- Tier 5 - 2,000 Dwellings

Note:

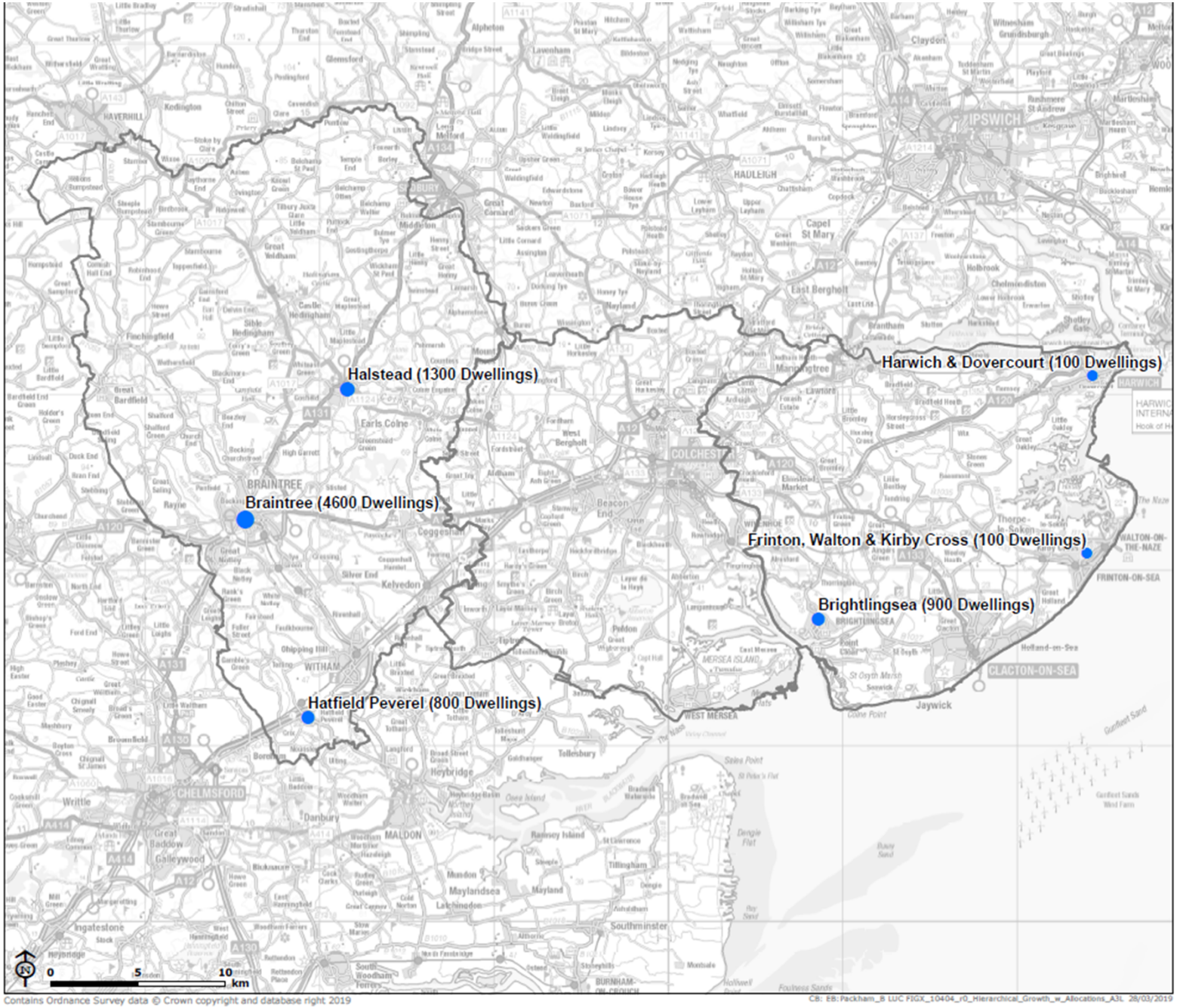
There are approximately 230,000 dwellings in the NEA Area. Taking account of dwellings which have been built and completed, the Objectively Assessed Housing Need to 2033 is approximately 40,000 new dwellings. This spatial strategy puts each settlement into a tier-based hierarchy, reflecting the settlements which offer the greatest level of services and employment opportunities. The 40,000 new dwellings are apportioned to the various hierarchy tiers as follows:

50% to tier 1 settlements
20% to tier 2 settlement
15% to tier 3 settlements
10% to tier 4 settlements
5% to tier 5 settlements.

This map indicates the number of dwellings required in each settlement.

Map Scale @A3: 1:210,000

LUC



Contains Ordnance Survey data © Crown copyright and database right 2019

CB: EB:Packham_B LUC FIGX_10404_r0_Hierarchical_Growth_w_Allocations_A3L 28/03/2019

North Essex Local Plan Section 1 Additional Sustainability Appraisal

Hierarchical Growth taking into account planning permission and proposed Local Plan Section 2 allocations

North Essex Authority Boundaries

Dwellings to allocated

- 100 - 500 Dwellings
- 501 - 1000 Dwellings
- 1001 - 2500 Dwellings
- 2501 - 5000 Dwellings

Note:

There are approximately 230,000 dwellings in the NEA Area. Taking account of dwellings which have been built and completed, the Objectively Assessed Housing Need to 2033 is approximately 40,000 new dwellings. This spatial strategy puts each settlement into a tier-based hierarchy, reflecting the settlements which offer the greatest level of services and employment opportunities. The 40,000 new dwellings are apportioned to the various hierarchy tiers as follows:

50% to tier 1 settlements
20% to tier 2 settlement
15% to tier 3 settlements
10% to tier 4 settlements
5% to tier 5 settlements.

This map takes into account existing planning permissions and the proposed Local Plan Section 2 allocations, and shows the remaining housing requirement at each settlement.

Map Scale @A3: 1:210,000

LUC

Source: LUC

Alternative spatial strategies

The need for a rationale

- Why garden communities?
- Why proportionate growth?
- Why CAUSE Metroplan?
- Why not urban extensions?

Alternative spatial strategies

The need for guiding principles

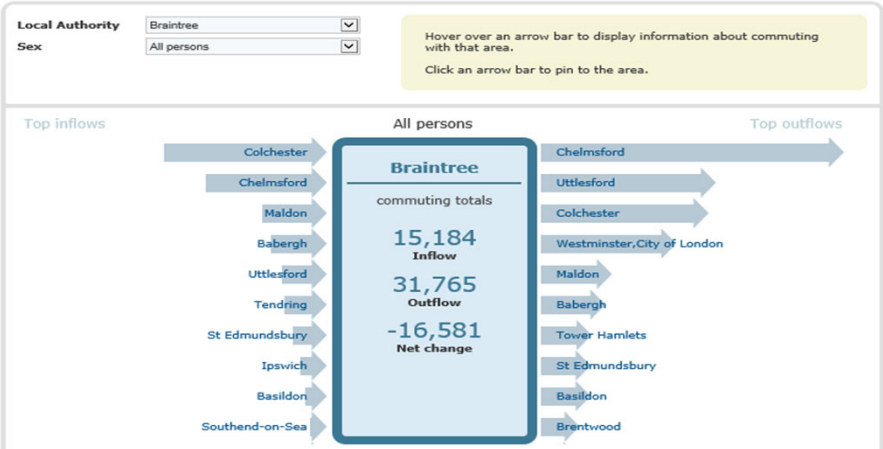
- What we should be seeking to achieve and why
- The factors that should drive spatial strategy definition
- Taking into account:
  - National planning guidance
  - The objectives of the plan

Alternative spatial strategies

Some pointers to develop principles

- Delivering homes where they are needed
- Responding to travel patterns
- Achieving modal switch
- Relationship with existing communities
- Helping to deliver infrastructure
- Supporting the economy
- Environmental protection and enhancement
- Plan period or beyond

Location of usual residence and place of work by sex



Commuting totals for Braintree:

- Inflow: 15,184 all persons commute into Braintree from other local authorities in England and Wales (excluding Scotland and Northern Ireland).
- Outflow: 31,765 all persons commute out of Braintree to other local authorities in the UK or abroad.
- Net change: Overall, commuting results in a population decrease of 16,581 all persons in Braintree.

Source: ONS, Census WU01EW - Location of usual residence and place of work by sex (MSOA level)

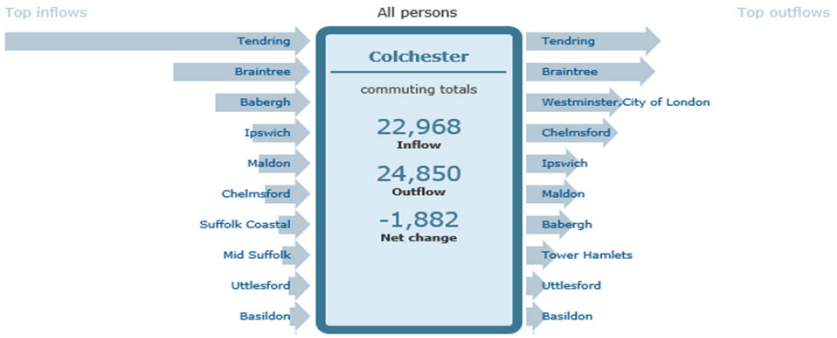
See more visualisations by Nomis

Location of usual residence and place of work by sex

Local Authority Colchester
Sex All persons

Hover over an arrow bar to display information about commuting with that area.

Click an arrow bar to pin to the area.



Commuting totals for Colchester:

- Inflow: 22,968 all persons commute into Colchester from other local authorities in England and Wales (excluding Scotland and Northern Ireland).
- Outflow: 24,850 all persons commute out of Colchester to other local authorities in the UK or abroad.
- Net change: Overall, commuting results in a population decrease of 1,882 all persons in Colchester.

Source: ONS, Census WU01EW - Location of usual residence and place of work by sex (MSOA level)

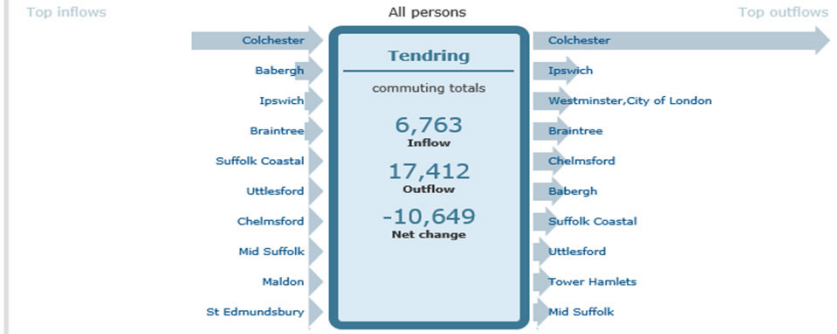
See more visualisations by Nomis

Location of usual residence and place of work by sex

Local Authority Tendring
Sex All persons

Hover over an arrow bar to display information about commuting with that area.

Click an arrow bar to pin to the area.

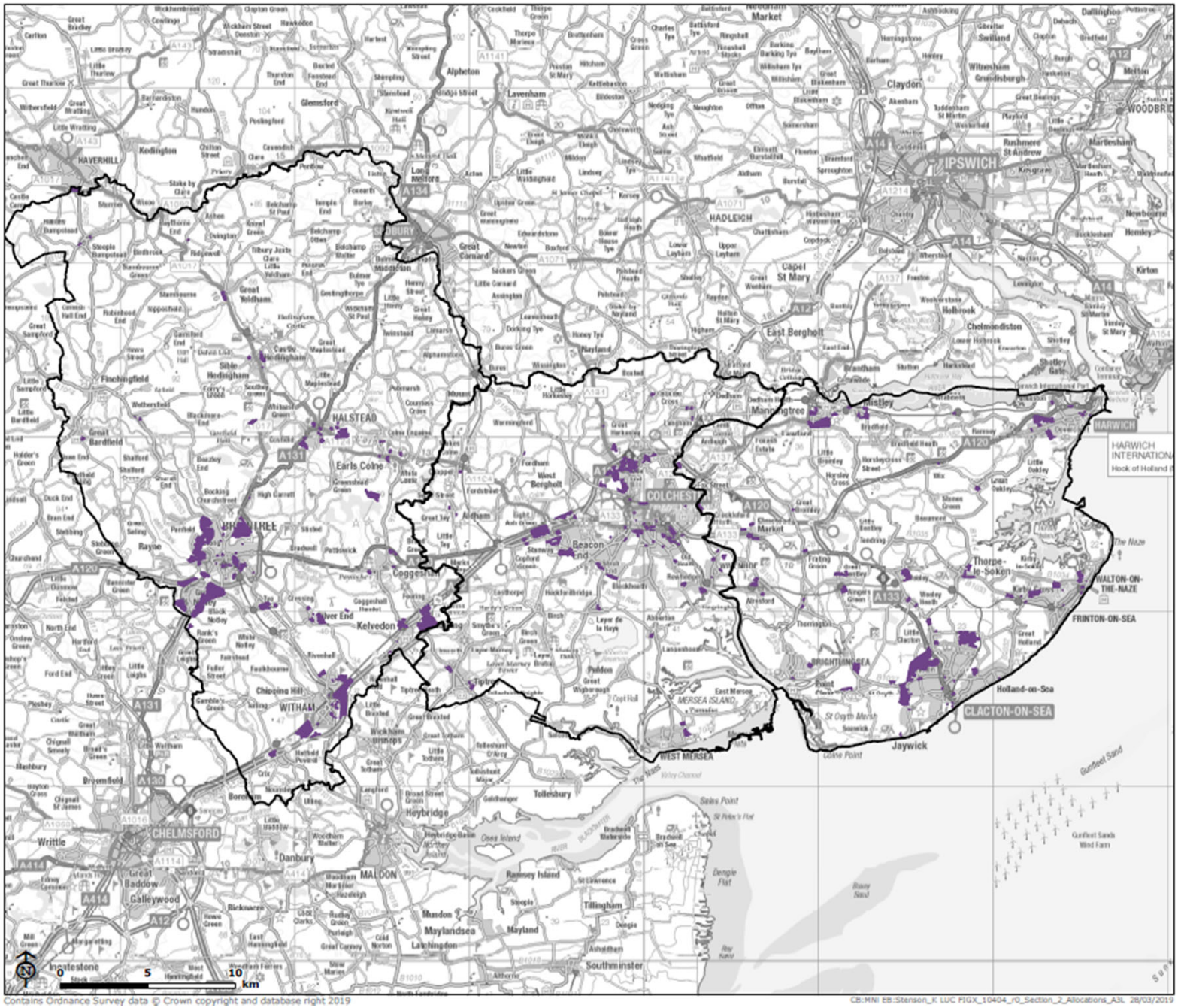


Commuting totals for Tendring:

- Inflow: 6,763 all persons commute into Tendring from other local authorities in England and Wales (excluding Scotland and Northern Ireland).
- Outflow: 17,412 all persons commute out of Tendring to other local authorities in the UK or abroad.
- Net change: Overall, commuting results in a population decrease of 10,649 all persons in Tendring.

Source: ONS, Census WU01EW - Location of usual residence and place of work by sex (MSOA level)

See more visualisations by Nomis



Contains Ordnance Survey data © Crown copyright and database right 2019

CB:MNI EB:Stenson_K LUC FIGX_10404_r0_Section_2_Allocations_A3L 28/03/2019

Source: BDC, CBC, TDC

North Essex Local Plan Section 1 Additional Sustainability Appraisal

Commitments and Section 2 Allocations

North Essex Authority Boundaries

Commitments and section 2 allocations

Map Scale @A3: 1:210,000

LUC

Break out groups

Identify spatial strategy principles

- Until 3.00pm
- Join your allocated table
- Facilitated by LUC/NEAs
- Volunteer to report back to the group
- Be willing to listen to the ideas of others
- Everybody should be allowed to input
- Seek consensus

3 Questions and answers

3.1 Question and answer sessions were held at the end of each of the presentations. The questions asked by attendees and corresponding answers provided by LUC are outlined below:

Q: What, when and how are changes to the SA methodology made and how do we find out what they are?

A: Some will be reported today, some will be judgements that we need to make that will then be discussed at the examination and published in the final version for comment.

Q: EU directive says you must assess the environment. What is the 'environment' given that there are no natural environments left in UK, everything is manmade?

A: Entirely right, environment is shaped by people, with exception of Essex coast. Our job is to address SEA topics set out in UK law (SEA Regulations). Standard practice is to consider change to environment as it is now. Even if not entirely natural, it still has value. Some value is given specific status, e.g. historic environment such as listed buildings and scheduled monuments, and others are not e.g. general landscape. While we have the ANOB, there are other landscapes with no designated status.

Q: Which bits of science are you using to measure these objectives?

A: The SA is a high level assessment based on professional judgment and the requirements of the SEA Regulations.

Q: There are 11 key matrices set out by the Kyoto agreements – are you using those?

A: No, we are using SA objectives. We don't go into all the science underpinning each environmental topic area. We make a judgement based on available evidence and give an informed view on likely effects of the plan.

Q: Government says Garden Communities should be on sites that are isolated, to avoid NIMBYs. By following government strategy, the councils are being led to plan Garden Communities which require a lot of infrastructure. The Councils need a lot of government grant without guarantee of the funding.

A: It's for the NEAs to assess whether Garden Communities and reasonable alternatives are deliverable and viable and LUC's job to appraise the sustainability of these; if NEAs say that the development is viable we would rely on their view.

Q: How do you differentiate between the role of the NEAs and LUC and the work that is being done - I imagine LUC keep a close eye on the viability?

A: We know Ringway Jacobs are doing the Bus Rapid Transit work. AECOM are doing other work. We have to place faith in their work.

Q: Should you be going a step back to take a spatial view?

A: The plan is at a specific stage at the moment; it does pose strategic questions which we address later this afternoon. We are taking a step back but not going back to the start.

Q: You refer to 5,000 dwellings as minimum size for a Garden Community. What's the basis of this?

A: It is to a certain extent about self-containment, but self-containment is a challenge because these days you can of course never force anyone to work where they live, only give the opportunity to.

Q: Section 1 and 2 are in conflict because there has to be a view on recreation facilities – the habitats and rich coastal area, what's in Section 2 will have a bearing on the Section 1, it could prejudice recreational facilities in section 2.

A: The Local Plan will comprise Section 1 and Section 2. They should not be seen in isolation but as mutually supportive. We can show relationship of site options to Section 2 allocations later in the workshop and developments that have been given planning permission.

Q: Access to primary schools is fundamental. What is the size of settlement required for a primary school?

A: I think this is about 1,000 dwellings. We will verify this with Essex County Council.

Q: Every site has got through Stage 1 of the SA, is this unusual?

A: It depends on the context, size of plan and area. In this case it has happened.

Q: Stage 1b is one dimensional - what about capacity of the service, trains are full, schools are full, etc.

A: These points are challenging for a strategic level appraisal. Our job is to look at the overall plan rather than get into the detail of each site, as would be done for a planning application. We are working with the authorities on the more important points. We know that some capacity issues can be addressed with funding but others can't.

Q: We know the mainline is full, when will that get picked up?

A: The NEAs will have to pick up on if an infrastructure asset is at capacity and the implications of this.

Q: Developments which generate infrastructure assets in themselves are great in theory but don't always come forward; how do you pick up on this?

A: This is a point that crops up at consultation - we will review comments and reflect them as appropriate. Our job is to appraise the plan and to comment on the uncertainties and provide reflections on certain points. It is not for the SA to determine whether the site is viable and deliverable, that is the NEAs' job and examined by the Inspector.

Q: There's a huge different in scale between 5,000 homes and Marks Tey at 23,000. They have a totally different impact on Colchester that will generate a huge impact in interaction on existing settlements. If you found anything over 10,000 is unsustainable because of transport impacts, does that rule out anything over that amount?

A: We are aware of the points being raised and we will take them into account as best we can.

Q: Capacity of demand – need 100 homes for a bus service. A lot of SA is at a single point in time. It would be more effective to have a CIL across the region to deliver services. A very narrow approach.

A: The reason we are looking at alternatives is to give a comparator. That's not to say there aren't other solutions; we will look at proportionate growth. We agree delivery of new facilities and infrastructure is a risk. In the report, we feel that there may be a need for more commentary - the assumptions are only good if they become reality. One way to look at that is to look at different timescales and we are already looking at end of the plan period and beyond; may be scope for different time scales.

Q: Transport infrastructure is key – already it prevents economic develop, e.g. no road west of Stansted but can go north and south; A12 is already overloaded and government are still delaying works. The work revolves around transport e.g. Canary wharf needed DLR to support.

A: It is fair to say that radial routes out of London are better served than east-west routes that do not go to London. We rely on the NEAs to determine what infrastructure is needed and deliverable.

Q: How are walking distances calculated.

A: At this high level, we calculate distances as the crow flies. It's an indicator; we can't measure every single route. But where there are obvious barriers to movement we will take them into account in our appraisal.

Q: The influence of central government policies such as HIF and LDV's leads to complications, e.g. Housing Infrastructure Find (HIF) bid vision published by Essex County Council for work on the A12 is linked to the Marks Tey developments but is effectively a bypass for housing before it's built.

A: Yes, it is difficult. Infrastructure phasing is being looked at by the NEAs.

Q: Stage 2 assessments – where is the sweet spot for the scale for development?

A: We intend to send to developers and site promoters a request for information about the sites they are promoting. The site information forms are an opportunity for site promoters to say what will be delivered at different scales. How you challenge that is another thing.

Q: What's fundamental is travel - the rural communities are used to getting on buses. Each different assessment criterion has different weight in sustainability. They appear to overlap, you give double the weight to some things.

A: Stage 1 GIS appraisal is a high level assessment of impact of each site; should be no weighting but provides information to make judgements of the effects. Transport is relevant to a lot of SA objectives e.g. carbon emission, access to services, etc. so it is appropriate for it to be reflected in lots of criteria.

Q: 2,000 dwelling cap is arbitrary. There are a lot of people objecting.

A: Our thinking is that this is a strategic plan and alternatives should be of sufficient scale to compare with the Garden Communities. Smaller sites should be Section 2 sites (although we are looking at proportionate growth, as requested by the Inspector) so there needs to set a cut-off somewhere between the two.

Q: The inspector requires a whole plan SA on how to get to 43k homes; we know there's a gap of 15%. 35k homes are from growth of smaller settlements. To fill the 7.5k gap, you're only going

to use sites of 2k plus, but proportionate growth is essential. If I was a small site promoter of c. 500 homes, I would feel disenfranchised. Section 2 only exists because of the process, you can find 7 sites of 1,000 dwellings. Even though the inspector raised any issues, but he also didn't ask for pre hearing. Fundamentally the plan still has got to make sense up to the 2030s.

A: This is one of the complications. Alternative sites below 2,000 dwellings to those sites allocated in the Section 2 Local Plans will be considered at the examination of those Local Plans. Section 1 looks beyond the plan period, the direction of travel beyond 2033, and the big decisions that are being made now for a long time after.

Q: Urban extensions are doing alright. They perform relatively well.

A: Urban extensions are some distance from services. They do not perform well based on existing service provision but once you factor in new services they do well.

4 Discussion groups

4.1 Following a presentation by LUC on the challenge of identifying reasonable alternative spatial strategies for assessment in Stage 2 of the SA, workshop attendees were allocated to groups designed to mix up different interest groups. The groups were then invited to discuss and propose principles that the alternative spatial strategies should follow, to help inform definition of these for the Stage 2 work. The groups were facilitated by, and notes taken by, NEA officers and representatives of LUC.

4.2 Key principles and other points arising from discussions by the seven groups are summarised below. The key points were reported back from a volunteer from each group to the other attendees in a plenary report back session, but these are not reported here to avoid duplication.

Table 1 notes

Key principles

- Locational attributes - responding to settlements strengths and enabling a wider choice of different types of locations to suit varying needs of communities
- Linking demographics to the type and location of housing including affordability - providing the right homes in the right places, enabling choice
- Travel to work pattern corridors including travel to Chelmsford as it is considered a big influencer in some parts of the NEAs
- Opportunities for alternative means of travel, including electric vehicles and cycles
- Viability and deliverability and cost benefit analysis (also responses to varying scales of growth); added value
- Self-containment where possible and connectivity between settlements (based on the Ted Gittins Strategy).

Other general discussion included the need for viability information to be available to inform the SA and not afterwards. Self-build being positively pursued as part of development strategies. A discussion around priorities in infrastructure delivery - prioritising what's most important and accepting that some development won't deliver everything. The landowner attempted to get the point across about land value capture in Garden Communities and influencing how that enables a different approach and unlocks funding etc. but rest of group non-responsive; just focussed on the more traditional development delivery model which all agreed fails to deliver the strategic infrastructure.

Other points

- Existing infrastructure capacity to be taken into consideration
- Focus on existing infrastructure, particularly railway stations
- Funding and viability is key
- Health care, including prevention
- Empowering local communities
- Proportionate growth (whilst it still works); only then look beyond this approach
- Importance of recreation - existing open spaces serving growth areas
- Impact on various environmental assets including heritage and biodiversity
- Impact on existing town centres if new town centres established

Table 2 notes

Key principles

- Locate new homes so as to minimise the need to travel to jobs
- Develop where there is spare capacity in existing infrastructure and take account of this capacity in Stage 1 SA; especially relevant for smaller scale developments that aren't big enough to require a new facility (e.g. new primary school) but nevertheless increase demand; cannot rely on promised new infrastructure to actually be provided
- Consider potential for new technologies (superfast broadband; driverless vehicles) to alter existing commuting patterns and invest in it to reduce pressure of new development on the transport network
- Direct development towards existing railway stations
- Provide a mixture of smaller and larger sites so that smaller sites can meet short term need while infrastructure required to support sustainable build-out of larger sites is delivered
- Development at lower tier settlements should have to make a larger contribution to infrastructure provision to bring services and facilities up to scratch
- Co-locate jobs and homes to help reduce the need to travel
- On balance, long term planning (beyond end of the Plan period) supported as it is the only way to deliver very large developments and the strategic infrastructure required to support them (economies of scale)

Table 3 notes

Promoter of Lightwood's Monks Wood proposal:

- Existing settlements could accommodate more dwellings before jumping to the establishment of Garden Communities.
- As a principle, it would be sensible for each of the three authorities to seek to meet its own individual housing needs within their own area rather than crossing boundaries.
- There may be certain targeted strategic locations where we might want to promote a disproportionate level of new development.
- General view that you can achieve strategic growth without developments of the scale proposed as part of the current Garden Communities.

Wivenhoe Councillor:

- We should be producing a plan that meets the requirement to the end of the plan period only.
- NEA's current strategy is driven by the opportunity/desire to deliver new infrastructure, without sufficient guarantees over its funding, timing and delivery.
- Attracted to the 'proportionate growth' strategy, albeit with caps on development placed in certain locations where environmental/infrastructure capacity would be met/exceeded.

Representative of Marks Tey developers:

- Marks Tey could deliver 17,000 homes over 25-30 years.
- Always hearing that Colchester has met its capacity and therefore it is time to consider Garden Communities – a long term strategy for growth.
- Good design is key to achieving self-sufficiency and employment opportunities, as seen at Poundbury.

Resident of Copford and member of CAUSE:

- Some locations, including Copford, could accommodate a fair level of new development (400-600 homes) if planned by communities themselves through a Neighbourhood Planning approach.

NHS/CCG:

- Irrespective of location, new development should be designed to promote healthy lifestyles – including opportunities for green infrastructure, recreation and viable health facilities.
- Preference would be for one large development with sufficient critical mass to deliver a large

purpose-built health centre.

Site owner:

- Growth should be targeted to enable settlements to expand to their optimum size in terms of self-sufficiency – one settlement at a time. Once one settlement has grown to its optimum level, you start expanding the next one, and so on.
- Transport infrastructure is fundamental and the strategy should be specifically aimed at supporting and/or delivering improved rail or road links east to west – addressing the significant deficiency in the country's current transport network.

Individual with interest in the historic environment:

- Focus development upon existing railway stations, including on the Braintree to Witham branch line, because the transport infrastructure is already in place.

The group was split between people who felt it sufficient to plan only for the period up to 2033 and those who felt that a longer-term strategic approach, beyond the plan period was required.

Proportionate Growth (up to 2033) with a cap in certain locations

One solution would be to adopt a proportionate approach to growth for the remainder of the plan period to 2033, but with a firm indication in the Local Plan that new settlements or Garden Communities will be the approach the NEAs take to deal with growth requirements in the next plan period, giving more time to plan the proposals and secure necessary guarantees about infrastructure. Thus the current local plan would only need to identify a series of broad locations for post 2033 growth but with no commitment or reliance on them until the plan is reviewed.

With proportionate growth however, there was a feeling that some locations might not be able to accommodate the numbers that would be assigned to them under a straight 17.5% blanket increase in dwelling stock. Settlements like Brightlingsea, West Mersea and Wivenhoe, for example, are in potentially sensitive locations in terms of ecology and landscape and have limited road infrastructure and might warrant some form of 'cap' to reflect their practical capacity – whatever that might be.

The alternative strategy might be to cap development in those certain locations and perhaps instead of allocating land for 7,500 dwellings, we allocate for a smaller amount that still delivers the OAN (i.e. we eat into some of the reserve and plan for say 6,500 instead of 7,500).

Numerous smaller Garden Communities (post 2033)

Lightwood implied that it might be that instead of having such large Garden Communities, the longer-term strategy could be a greater number of smaller Garden Communities in strategic locations. As this would be a post 2033 strategy, it might not be necessary to test is as part of this SA, but if we did, we could be looking at an option that delivers a 5,000-6,000 home Garden Community in four or five locations.

Metro Plan 'Plus' (up to 2033 and possibly beyond)

Another concept was a railway station-centred strategy for the Braintree to Witham branch line which is similar in many respects to CAUSE's Metro Plan. It might be worth developing an alternative option which extends Metro Plan principles to all railway stations across north Essex where land is available within an 800m radius – bring in places like Marks Tey, Kelvedon, White Notley, Cressing and possibly Wrabness as well as the Metro Plan stations (Alresford, Great Bentley, Weeley and Thorpe). This might help to ensure that growth is spread more fairly across North Essex, rather than focussed purely on Tendring stations. Perhaps up to 1,000 homes in each location up to 2033 and a further 1,000 in each location post 2033?

Building to optimum capacity

The concept of building up existing settlements to their maximum or optimum capacity was thought to be an interesting idea, but it was difficult to ascertain what that optimum level should be and how it might vary from settlement to settlement. In essence, it might be akin to the 'hierarchical' approach where larger settlements are expected to take more than smaller

settlements.

Health-led strategy

The health-led option was either to have a very health-centred approach to the design of new development, irrespective of location (lots of green space, recreation etc.), or to go for as big a development as possible to support/deliver a high-capacity health facility. On the face of it, the current Garden Community strategy probably fits best with this concept.

East-West Transport Link

The idea that we should plan a major transport investment linking the country east to west was an interesting concept but one that that the proponent admitted was difficult under current government transport and planning policy. Most likely a post-2033 idea that would involve lots of authorities extending through the centre of England and Wales, rather than one for consideration in this plan period.

Table 4 notes

Discussion summary

Key discussion points were around Hierarchical /Proportionate Growth, brownfield land, employment and the relationship with homes, travel patterns particularly road and rail, and existing infrastructure.

Proportionate growth sounds like a good starting point but it is not likely to be the answer. Need to then consider the practicalities of development around each village in the context of things like heritage.

Consider where the jobs are available in the District and where are the movements going. Suggested that a report on this subject by 5th Studio for Oxford-Milton Keynes-Cambridge arc is very good.

Is proportionate growth urban sprawl? Joining up the villages with each other which is something that you would not want to happen. Could look at landscape buffers as a way of addressing this.

Bottlenecks in infrastructure need to be identified and what you want to achieve; CIL could deal with many of these issues then once we know what is needed, how it can be funded and what the capacity is.

Could have a capped approach to the development of 2,500.

We could look at the vision for 2050 on the plan and look at where the certainty and uncertainty is.

Brownfield sites need to be looked at, but they also need to be viable and they could have a value for other uses such as employment. Suggestion that employment or other uses could be placed elsewhere. Suggested that these are not a silver bullet but they ought to be looked at and exhausted first

Need to look at whether the employment sites are viable or unviable.

Discussion about the A12 and the route that this is taking. Felt that we ought to spend the money on necessary infrastructure and not infrastructure to make the site bigger.

Hierarchical growth may be better than proportionate growth; maybe we should concentrate on employment and growth on corridors that are sustainable but where are the rail improvements?

How do you increase growth around the railway stations and getting people to the right places? Look at what is there now, including the transit corridors. NEAs are thinking too big; need to think about some smaller corridors.

How do the new and existing communities co-exist and what can you do for the new communities that also makes the environment better for the existing communities? Make sure the existing communities know what's happening and what benefits does it bring to them. How

can it be proved to be good?

Development at the moment is skewed to the west, there is infrastructure albeit capacity-constrained, but the most deprived areas are Tendring so perhaps growth should be concentrated there?

Think it should be a mixture of all the solutions and that it should be related to infrastructure and what is already there.

How can they deliver a bigger site and deliver this which is viable.

There is a role for urban extensions if they deliver the rapid transit benefits to the exiting communities and transport corridors into the primary settlement; show the improvements it can bring.

Making sure the cumulative impacts of the development are taken into account and the benefits analysis for the development and how it can be addressed.

Key principles

- Funding considerations
- New technology and innovation
- Existing train stations
- Mix of scales
- Co-location of employment and homes
- Healthcare provisions
- Linked communities
- How each community can grow
- Transport based approach
- This plan period need to look at proportionate growth
- Existing infrastructure
- Brownfield
- Benefits to the existing communities
- Propose new rail if needs be
- Bus services should be viable and useful
- Traffic congestion and rail infrastructure
- Look at sites in combination
- Heritage
- Recreational values

Table 5 notes

The main principle arising from this group discussion was to provide future growth based on the current pattern, arrangement, and hierarchy of settlements within the plan area.

The main reason for this is that the plan should make best use of existing facilities and services, rather than providing new ones only to serve new development. The opportunity that new development can bring in terms of increasing population around ailing services was also recognised. Furthermore, the opportunity for development to provide new services which can be used by existing residents and workers was also recognised.

Specific themes that were discussed are as follows:

- Building on existing settlements – development should primarily be focussed on existing settlements where a good number of existing facilities and services already exist. The amount of development should, however, be capped based on an assessment of the existing capacity of infrastructure and scope for viable improvement.
- A transport approach – the commuting and general transport movements within and to / from the NEA area set out in the presentation before lunch was recognised. There was broad agreement that providing opportunities for residents to travel more sustainably should be provided. There were two broad strands to this theme:
    - Internal movements - the benefit of the CAUSE approach was to focus development on existing railway lines and stations where there is capacity. This approach

recognises the relationship between Tendring and Colchester Town and should be utilised elsewhere to help promote movement within the NEA area by sustainable development.

- External movements – the relationship between the plan area and London / Chelmsford / Stansted / M11 was recognised. It was considered that a review of trends in commuter behaviour should be undertaken. If it appeared that commuter trends were becoming ever more related to London then perhaps the strategy should be to curtail this by placing development in locations that were less connected to London. On the other hand, if the trends were relatively stable, it was recognised that there may be benefit in providing for greater connectivity to London. In this case, development should focussed on the London – Ipswich Line.

- Create new railways – the potential to create new railway infrastructure such as stations and lines was discussed, but it was mentioned that this is unlikely to be deliverable given the cost of this.
- Other forms of public transport – rapid bus schemes were discussed as a potential to allow people to travel more sustainably. However it was mentioned that such services should be viable in the long term, as it was raised that often developer contributions last for some years and then bus services dwindle once this has stopped.
- Employment centre focus – a focus on existing employment centres in the plan area would allow opportunities for people to travel to work more sustainably, by reducing potential travel distances. This strategy would seek to locate houses next to employment opportunities, even if there is no housing there already. However it was recognised that this sort of approach would require investment in services to ensure that people have access to facilities and services.

It was noted by some around the table that whilst focussing on existing settlements was a good idea, larger development sites can provide a greater level of critical mass which can in turn provide more services and facilities for existing and new residents and workers.

- Brownfield first – development of existing brownfield sites should be prioritised as these are generally already serviced by facilities and services, and can help to support these. These may also result in less damage to wildlife.
- Landscape and ecological protection – development locations should be located in the least sensitive areas in terms of landscape and ecology. However it was not known what evidence base was available for landscape assessment.

Table 6 notes

The main themes this group decided to prioritise were:

1) Infrastructure
2) Employment
3) Traffic congestion

<u>Infrastructure</u>

On infrastructure, each of these topics were discussed:

- Water supply, although it was important not to build near sources of supply.
- Transport – rail and road to be considered equally, rail capacity was said to be overloaded.

Infrastructure provision should consider the commuting outflow from Braintree and from Tendring to Colchester. The train was agreed to be the most sustainable mode of transport for commuting. It was queried whether commuting patterns can be broken down into urban and rural areas for better insight.

Additionally, there is retail comparison and employment outflow. Opportunities to consolidate retail should be a priority.

Travelling by car to London can be assumed not to be reliable and using a train to access London is quicker.

There was fear that developments may not fully complete and therefore SA needs to

encapsulate different stages of development – at the end other plan period and when the development is complete.

Employment

It was stated that employment should be a prioritised whereby the focus is not solely on housing numbers but employees should be retained in the area and reduce out commuting. Employment provision through mixed-use areas was suggested.

Centres of employment were identified and links to higher education should be incorporated into the strategy. Not only University of Essex but also links to Cambridge University, the Medtech Chelmsford/Harlow/Southend triangle, and Anglia Ruskin's specialism in nursing and health and social care. Assessment of areas of employment should be included:

- Great Notley is a logistics hub but employment density was thought to be low e.g. Ocado's automated warehouse
- Retail is still an important employer
- Consideration for quality of jobs on offer
- Projected growth corridors and Stansted growth should guide strategy
- Local Enterprise Partnership strategy
- Consider attractive locations for start-ups or working from home, not just business parks.

Thoughts about needing to work less and having more leisure time due to automation were also expressed.

Traffic congestion

For traffic congestion, the main areas of concern were:

- East to west routes through Colchester
- A133 from Clacton to Colchester
- Stanway and A12
- A120 Galleys Corner
- Braintree and Halstead town centres.

Developments which facilitate junction improvements were a priority but agreed to be quite tricky. It was suggested that existing infrastructure is improved rather than build where new infrastructure is needed, e.g. west of Braintree. Every settlement has congestion issues.

Noted that new technology is coming for electric and driverless cars.

There were a couple of difficulties understanding the maps because it was unclear if the spatial strategies should be for 43,000 or 7,500. The map which displayed proportionate growth were thought to show 8 dwellings per village (actually 20) but this was thought to be unrealistic to deliver and likely would result in large developments concentrated on few villages. Overall, the traffic increase from rural areas was thought to be unsustainable as modal switch impossible. Proportionate growth was not considered to be a viable option.

Table 7 notes

Proportionate growth scenario is too arbitrary. Any such approach to growth should look at each settlement in detail to discern whether or not growth is possible based on local constraints, infrastructure/service provision (within the settlement in question as well as the infrastructure in the locality of the new growth) and the relationship with other settlements.

Development at scale provides the opportunity to address sustainable transport (walking, cycling and public transport provision) and energy (on site capture and storage/use) objectives which would not be possible at smaller developments.

The West of Braintree Garden Community should be assessed in combination with the land put forward in Uttlesford DC's plan and not in isolation.

Commuting is a driver of growth that should influence spatial strategies, i.e. growth options should be assessed in relation to how they can improve commuting patterns through new infrastructure delivery. However any large scale growth must have new employment

opportunities provided alongside new housing.

New large scale growth sites should be staggered in their delivery timings so that development doesn't happen all at once and put too much strain on services and infrastructure within the area.

New development should improve and complement existing town centres, otherwise new centres risk sucking the life out of established retail and leisure areas in existing settlements.

Congestion charges and toll roads should be considered as a way to reduce car use and charge road users/businesses for the cost of roads.

New strategic road improvements to the A12 and A120 will mean that sections of the (future) old A12 and (future) old A120 should be used as public transport priority routes.

Heritage impacts should include Grade II listed buildings and a proper assessment of landscape should take place because landscape can be a heritage asset as well as an environmental one.

The relationship of new growth options should be assessed against emerging and made Neighbourhood Plans.

Potential for growth options to support rural broadband expansion, public transport subsidies, and brownfield redevelopment should be included as assessment criteria.

Growth options which could support a rail loop (at Cressing) on the Braintree branch line should be viewed favourably as this will increase the capacity and frequency of rail services along that line.