

Minutes

Local Plan Sub-Committee 10th November 2016

Present:

Councillors	Present	Councillors	Present
D Bebb	Yes	Mrs J Money	Yes
Mrs L Bowers-Flint (Chairman)	Yes	Lady Newton	Yes
G Butland	Yes	J O'Reilly-Cicconi	Apologies
T Cunningham	Apologies	Mrs W Scattergood	Yes
D Hume	Apologies	Miss M Thorogood	Yes

Councillors Abbott, Banthorpe, Barlow, Mrs Beavis, Bowers, Johnson and Schvier were also in attendance.

34 **DECLARATIONS OF INTEREST**

INFORMATION: The following interest was declared:

Councillor Lady Newton declared a non-pecuniary interest in Agenda Item 6 – 'Braintree Draft Local Plan – Consultation Responses' and specifically Site BRAD142A – land at allotment gardens, Church Road, Bradwell as a Braintree District Councillor for Coggeshall Ward and as she had been invited to an event to mark the re-planting of the village orchard.

In accordance with the Code of Conduct, Councillor Lady Newton remained in the meeting and took part in the discussion when the Item/site were considered.

35 **MINUTES**

INFORMATION: The Minutes of the meeting of the Local Plan Sub-Committee held on 31st October 2016 had been circulated on 10th November 2016. As Members of the Sub-Committee had not had sufficient time to read the Minutes and to determine whether they were an accurate record, it was proposed that approval of the Minutes should be deferred to the next meeting.

DECISION: That the Minutes of the meeting of the Local Plan Sub-Committee held on 31st October 2016 be deferred for approval at the next meeting of the Sub-Committee.

36 **QUESTION TIME**

INFORMATION: There were five statements made. Details of the people who spoke at the meeting are contained in the Appendix to these Minutes.

Principally, these Minutes record decisions taken only and, where appropriate, the reasons for the decisions.

37 **BRAINTREE DRAFT LOCAL PLAN – HOUSING TARGET**

INFORMATION: Consideration was given to a report on the proposed revised Braintree Draft Local Plan Housing Target, and the representations which had been submitted on the new homes target following public consultation.

The report set out the key findings of the updated Objectively Assessed Housing Need Study dated October 2016 which had been prepared by consultants Peter Brett Associates for the Strategic Housing Market comprising the Braintree, Chelmsford, Colchester and Tendring districts. The Executive Summary of the Study was attached as an Appendix to the report. The updated Study took into account the latest 2014-based Government population and household projections, and updated employment forecasts published by the East of England Forecasting Model and Experian for 2016, together with information on market signals and demographic trends. The Objectively Assessed Housing Need provided information on which to determine the Local Plan annual new homes target and to enable the five-year housing land supply to be calculated.

The Draft Braintree District Local Plan 2016 proposed an average of 845 new homes to be built in the District per year between 2016 and 2033. This was a total of 14,365 homes over the Plan period. This target was based on the 2015 Peter Brett Associates Study of Objectively Assessed Housing Need. The information in this study had been based on 2012 sub-national projections and the 2014 East of England Forecasting Model report. However, in basing the Plan target from 2016 the Draft Plan did not address the amount by which the supply of new homes fell short of the emerging target during the period 2013-2016. This did not comply with current planning guidance.

The revised Objectively Assessed Housing Need Study recommended a target of 716 new homes per year from 2013. This took into account a range of market signals and the need to support employment in the District and it represented an uplift from the Government's estimate. It was also proposed that the base target of 716 new homes should be adjusted to increase its robustness at the Local Plan Examination by taking into account the number of identified new homes which had not been provided during the period 2013-2016, and by applying an additional 10% uplift to the base target. These two adjustments together provided a total target of 14,646 homes over the Local Plan Period 2016-2033, or 862 new homes per year.

DECISION:

- (1) That the 2016 update to the Objectively Assessed Housing Need Study be added to the evidence base for the new Local Plan
- (2) That the Local Plan target for new homes in the Braintree District be based on an annual average of 862 homes for the Plan period 2016-2033 and that site allocations be based on identifying a sufficient supply to meet that target.

38 BRAINTREE DRAFT LOCAL PLAN – CONSULTATION RESPONSES

INFORMATION: Consideration was given to a report summarising the comments submitted to the Council following public consultation on the draft Local Plan which had taken place between 27th June 2016 and 19th August 2016. The report included information about proposed new sites which had been put forward and, where applicable, recommended amendments.

The report related to the villages of Stisted, Sible Hedingham, Rivenhall, Rivenhall End (excluding sites on the edge of Witham), Rayne, Castle Hedingham and Bradwell with Pattiswick (excluding the new site known as Monks Wood). Maps of the sites which had been put forward for consideration and the proposed Inset Maps for each village and settlement to be contained within the Pre-Submission Local Plan were included in an Appendix to the report.

The Plan included 68 strategic and non-strategic policies set around the key themes of 'A Prosperous District'; 'Creating Better Places'; and 'The District's Natural Environment'. The report summarised the comments submitted in respect of the 'Transport' section of the Plan and it set out proposed amendments to the text and policies relating to these.

In considering the Inset Map for Stisted, it was reported that there was a typographical error in the report and that the references to 'STIS500' (land at DC Cottage, Coggeshall Road, Stisted) should be amended to 'STIS600'.

In discussing the Inset Map for Castle Hedingham, Members considered a proposal to remove the informal recreation designation from a strip of land forming part of Site CASH553 – land at Sudbury Hill, Bailey Street, Castle Hedingham, leaving the land without a specific designation. This strip of land lay adjacent to a playing field from which an informal recreation designation had been removed prior to consultation on the draft Local Plan. It was understood that both areas of land, which were currently used for informal recreation, were privately owned. There was no alternative provision within the village for informal recreation, or possible sites available. Members expressed concern about the removal of the informal recreation designation from both areas of land as it was understood that the land may be subject to a lease to the Parish Council for such use. In the circumstances, it was proposed that consideration of this matter should be deferred pending further investigation regarding the status of the land.

In discussing the 'Transport' section of the Plan, Members of the Sub-Committee agreed that the words 'seek to' should be deleted from the first sentence of the first

paragraph of 'Policy LPP 38 – Protected Lanes' and that the amended sentence should read 'The District Council will conserve the traditional landscape and nature conservation character of roads designated on the Proposals Map as Protected Lanes, including their verges, banks, ditches and natural features such as hedgerows and other structural elements contributing to the historic features of the lanes'.

DECISION:

- (1) That the Inset Map for Stisted remains unchanged from that in the draft Local Plan, as shown in the Appendix.
- (2) That the Inset Map for Sible Hedingham be amended to include Site SIBH617 – land North of Tanners Dairy, Sible Hedingham within the existing residential site allocation to be taken forward with the Tanners Dairy site to provide a single redevelopment, as shown in the Appendix.
- (3) That Policy LPP 5A be renamed and amended as follows:-

LPP 5A - Allshot's Farm

The Former Polish Campsite at Allshot's Farm (South of Rivenhall Airfield) is allocated for employment use and structural landscaping. Due to this site's rural nature redevelopment will be considered appropriate subject to all the following criteria:

- *Any application would be accompanied by an external lighting scheme which would need to demonstrate that the site would not cause unnecessary light pollution and would be appropriate to the rural setting of the site.*
- *A full landscaping scheme would be required to be included with any planning application.*
- *Structural landscaping is protected from development and any new proposals will provide suitable additional landscaping which minimises developments impact on the countryside.*

The Allocations for Allshot's Farm are shown on Inset Map 48.

- (4) That Inset Map 48 be renamed Allshot's Farm, but that no further changes be made to the Inset Map, as shown in the Appendix.
- (5) That the Inset Map for Rivenhall remains unchanged from that in the draft Local Plan, as shown in the Appendix.
- (6) That the Inset Map for Rivenhall End remains unchanged from that in the draft Local Plan, as shown out in the Appendix.
- (7) That the Inset Map for Rayne remains unchanged from that in the draft Local Plan, as shown in the Appendix.

- (8) That the Inset Map for Castle Hedingham remains unchanged from that in the draft Local Plan, as shown in the Appendix, subject to the proposal to remove the informal recreation designation from a strip of land forming part of Site CASH553 – land at Sudbury Hill, Bailey Street, Castle Hedingham being deferred for consideration at a future meeting of the Local Plan Sub-Committee pending an investigation into the use and status of the land.
- (9) That the Inset Map for Bradwell remains unchanged from that in the draft Local Plan, as shown in the Appendix.
- (10) That Pattiswick remains as a settlement within the countryside with no development boundary, as shown in the draft Local Plan.
- (11) That the updated ‘Sustainable Access for All (Sustainable Transport)’ text and ‘Policy LPP 36 - Sustainable Transport’ under the ‘Transport’ policy section of the draft Local Plan be approved as follows:-

Sustainable Transport

6.153 The Council will ensure that development set out in this document contributes to the creation of sustainable communities, where appropriate infrastructure is provided. Infrastructure can be very large schemes such as a piece of new road, or much smaller such as a piece of play equipment or signage. Infrastructure could also include community facilities and open space, which are covered in detail in other parts of the Local Plan.

6.154 The Braintree District is a large and substantially rural District in which just over half the residents live in the three main urban centres of Braintree, Halstead and Witham, with the remainder in rural areas. As such, car ownership in the District is high, and cars are the primary means of transport for many residents. The NPPF requires that the transport system should be balanced in favour of sustainable transport modes such as buses and cycling. However it is also recognised that different policies and solutions will be necessary in different areas.

6.155 There are particular stretches of roads or junctions in the District that can become congested, especially at peak times when people are travelling to and from school or work and we are working on solutions to this congestion, including new roads or changes to junction arrangements as appropriate. Traffic growth can also occur when new homes or offices are built in neighbouring Districts, and Councils must work together to minimise these impacts on all communities. Transport and congestion can have a negative impact on air quality and this will need to be carefully monitored and managed. Encouraging alternative approaches to private vehicle travel such as electric cars and facilitating the infrastructure required to support them, such as charging points, may assist in reducing harmful emissions which can impact on health.

6.156 Essex County Council is responsible for roads and public transport in the District, whilst Highways England is responsible for the major

routes of the A120 and A12. Braintree District Council has a good relationship with these organisations and will need to continue to work in partnership with them and our neighbouring authorities to deliver the required projects. Major schemes for road improvement in Braintree District and the wider region have been set out in the strategic section. The timing of the provision of infrastructure will be set out in master plans, legal agreements or planning obligations.

- 6.157 Public transport networks in the town are adequate during the day on weekdays but during the evening and in rural areas the availability of public transport can be limited. With an aging population in the District, we need to ensure that public transport is accessible and available to all, providing access to key facilities. Fragmented cycleway networks are also available in mainly Witham and Braintree.*
- 6.158 Walking and cycling are a sustainable method of travel, in particular for short journeys, although also becoming increasingly popular for longer commutes in some areas. As well as the benefits in terms of reduced congestion and pollution, they provide health and wellbeing benefits for the participant and should be encouraged wherever feasible, across the District.*
- 6.159 In order to promote the most sustainable forms of transport, the spatial strategy in this Local Plan proposes to allocate development in locations where it can be well served by existing public transport networks (including rail) and where services may be in close proximity to facilitate walking and cycling. Development will be planned to have appropriate day to day facilities within it, to reduce the need to travel.*
- 6.160 The approved Essex Cycling Strategy recommended that Cycling Actions Plans are prepared for each district. These will consider the current level of cycle demand, how cycling levels can be increased; cycle safety issues, gaps in the existing cycle provision, particularly relating to key routes; how any gaps can be closed through enhancements, better connectivity to recreation, key employment areas, development zones and schools; and ways of marketing existing and proposed cycle routes.*
- 6.161 The internal design of new developments should prioritise walking and cycling, as well as public transport, over private vehicle movements, to ensure that they encourage shorter internal journeys to take place by these modes. New developments will also be expected to connect safely and directly to the existing external footpath and cycle way routes in the local area, and contributions will be sought as appropriate to improve connections from new developments to the main commuter, community and retail centres or recreational links. Public rights of way which are impacted upon by new development may require protection or enhancement to accommodate new users.*
- 6.162 Cycle parking will also be expected to be provided at homes and also at destination points such as work places, train stations and the town*

centre. The amount of cycle parking required is set out in the Essex County Council vehicle parking standards, as adopted. This document also includes guidance on layout and positioning of the parking.

LPP 36 - Sustainable Transport

Sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into the wider community and existing networks.

Priority should be given to cycle and pedestrian movements and access to public transport. Development proposals should provide appropriate provision for all the following transport modes:-

- 1. Cyclists, through safe design and layout of routes integrated into the new development and contributing towards the development and enhancement of the cycle network and provision of secure cycle parking and where appropriate, changing and shower facilities*
- 2. Pedestrians (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network. Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer multi-user routes for walking, cycling and other recreational opportunities.*
- 3. Public transport, through measures that will improve and support public transport and provide new public transport routes*
- 4. Community transport, through measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes*
- 5. Servicing, refuse and emergency vehicles.*
- 6. Facilities for charging plug-in and other ultra-low emission vehicles where viable and practical.*

Development will be required to be consistent with and contribute to the implementation of the 'Essex Transport Strategy' Local Transport Plan for Essex.

Developers will be required to produce Travel Plans as considered appropriate by the Local Planning Authority. The Essex County Council Transportation Development Management Policies provides further detail on requirements relating to accessibility and access including Transport Assessment and Statement thresholds for each land use category.

Transport Assessments and Statements will be required in accordance with Essex County Council's Development Management Policies, in order to assess the impact of development in terms of highway safety and capacity for both access to the proposed development and the wider highway network.

Financial contributions from development proposals will be sought, where appropriate and viable, towards achieving the above objectives including the construction of new or improvement of existing off-site cycleways and footpaths, and additional off-site public car parking, if required.

Development which would adversely affect the character of, or result in loss of existing or proposed rights of way, will not be permitted unless alternative provision or diversions can be arranged which are at least as attractive, safe and convenient for public use. This will apply to rights of way for pedestrian, cyclist or horse rider use.

Improvements to such rights will be sought in association with new development to enable new or improved links to be created within the settlement, between settlements and/or providing access to the countryside or green infrastructure sites.

- (12) That the updated 'Parking Provision' text and 'Policy LPP 37 - Parking Provision' under the 'Transport' policy section of the draft Local Plan be approved as follows:-

Parking Provision

- 6.167 *The geography of the District is predominantly rural and therefore people travel substantial distances to reach some of the main service centres, often by private vehicle. Car parking, therefore, will always be a key issue for the towns and villages in the District.*
- 6.168 *As well as the main shopping areas and town centres, the main parking requirements are related to the train stations, particularly those on the mainline to London but to a lesser extent those stations on the branch line between Witham and Braintree. Due to the quick frequent service from mainline stations, commuters are attracted in from the wider area. It is important that residents have good access to rail stations as this can ensure there is the opportunity to travel longer distances by train.*
- 6.169 *Parking on new developments, both commercial and residential, is covered in the Essex County Council Vehicle Parking Standards. This sets out the amount of car parking and visitor spaces that are required for new developments, the size of bays and suggestions of layouts. Developments are expected to meet the requirements of this document in all cases. Developments with new external car parking*

areas should make all efforts to ensure that they are permeable to minimise run off rates.

6.170 Parking courts in existing residential areas are protected for that use where they are considered to be critical to local parking provision. Parking courts are occasionally put forward for residential development, but where the courts are critical for local parking needs they will be protected for that use.

6.171 The provision of additional off-street car parking provision, either through improvements to existing car parks or the provision of new car parks, will be supported in appropriate locations.

LPP 37 - Parking Provision

Development will be required to provide vehicular and cycle parking in accordance with the adopted Essex County Council Vehicle Parking Standards.

Existing car parks serving the main town centres, retail, leisure facilities and train stations and some residential car parking areas, which are seen as critical for off-street parking provision, are allocated on the Proposals Maps, and will be protected for this use.

- (a) Station Car Park, Braintree
- (b) Station Approach, Braintree
- (c) Freeport South, Braintree
- (d) Freeport Retail Park, Braintree
- (e) Freeport North, Braintree
- (f) Station Car Park, Bures
- (g) Station Forecourt, Hatfield Peverel
- (h) Station Car Park, Hatfield Peverel
- (i) Station Car Park, Kelvedon
- (j) Rear of Village Hall, Little Yeldham
- (k) Albert Road, Witham
- (l) Station Car Park, Witham
- (m) Station Car Park Extension, Witham

Proposals for alternative uses will only be acceptable where it can be shown to the satisfaction of the local planning authority that these car parking spaces are being re-provided in an equal or better position to serve that main use.

The following is allocated for commuter parking.

- (n) Freeport West, Braintree

- (13) That the updated 'Protected Lanes' text and 'Policy LPP 38 - Protected Lanes' under the 'Transport' policy section of the draft Local Plan be approved as follows:-

Protected Lanes

- 6.174 *There are a number of lanes within the District, which have been identified as having a particular historic and landscape value for the character of the countryside. An assessment of Protected Lanes in the District has been produced and is available in the evidence base for the Local Plan. This document reviews the original Protected Lanes work and updates the evidence on whether they are suitable for protection. It also included an assessment of a number of additional lanes, which were put forward for consideration as protected lanes.*
- 6.175 *Protected Lanes are often enclosed by a mix of deciduous hedges and raised verges that can be indications of great age. The Council will seek to protect and influence others to protect the features of a Protected Lane including their verges. Material increases in traffic using a protected lane due to development proposals will not be permitted.*

LPP 38 - Protected Lanes

The District Council will conserve the traditional landscape and nature conservation character of roads designated on the Proposals Map as Protected Lanes, including their verges, banks, ditches and natural features such as hedgerows and other structural elements contributing to the historic features of the lanes.

Any proposals that would have a materially adverse impact on the physical appearance of these Protected Lanes or generate traffic of a type or amount inappropriate for the traditional landscape and nature conservation character of a protected lane, will not be permitted.

The meeting commenced at 6.00pm and closed at 7.25pm.

Councillor Mrs L Bowers-Flint
(Chairman)

APPENDIX

LOCAL PLAN SUB-COMMITTEE

10TH NOVEMBER 2016

PUBLIC QUESTION TIME

Details of Questions Asked / Statements Made During Public Question Time

1 Statement Relating to Agenda Item 6 – Braintree Draft Local Plan - Consultation Responses - Rivenhall

Statement by Councillor James Abbott, Braintree District Ward Councillor for Silver End and Cressing and Essex County Councillor for Witham Northern Division, 1 Waterfall Cottages, Park Road, Rivenhall (Supporter of Officer Recommendation)

2 Statement Relating to Agenda Item 6 – Braintree Draft Local Plan - Consultation Responses - Rayne

Statement by Councillor Don Smith, Chairman of Rayne Parish Council, for Rayne Parish Council, 11 Phillips Close, Rayne (Supporter of Officer Recommendation)

3 Statement Relating to Agenda Item 6 – Braintree Draft Local Plan - Consultation Responses - Rayne

Statement by Councillor Mike Banthorpe, Braintree District Ward Councillor for Rayne, 13 Smiths Field, Rayne (Supporter of Officer Recommendation)

4 Statement Relating to Agenda Item 6 – Braintree Draft Local Plan - Consultation Responses - Castle Hedingham (Site CASH553 - removal of informal recreation designation)

Statement by Councillor Hylton Johnson, Braintree District Ward Councillor for Hedingham, speaking for Castle Hedingham Parish Council, 28A Crouch Green, Castle Hedingham (Objector to Officer Recommendation)

5 Statement Relating to Agenda Item 6 – Braintree Draft Local Plan - Consultation Responses - Bradwell

Statement by Councillor James Abbott, Essex County Councillor for Witham Northern Division, 1 Waterfall Cottages, Park Road, Rivenhall (Supporter of Officer Recommendation)