

Core Strategy Submission Draft

Agenda Item 7

Portfolio Area: Cllr Harley Cabinet Member for Enterprise and Culture
Report Presented by: Eleanor Dash Planning Policy Manager

Background Papers: One District-One Vision A Draft Strategy for People and Places in the Braintree District to 2025.
 LDF Panel Reports/Minutes approving changes to the Core Strategy on 15.4.09, 20.5.09, 17.6.09, 29.7.09, 2.9.09, 18.11.09.
Corporate Implications: Please refer to table at end of report.
Options:

- To approve the working draft of the Core Strategy Submission document.
- Not to approve the working draft of the Core Strategy Submission Document
- To approve changes to the working draft of the Core Strategy Submission Document

Risks: That the Core Strategy could be found unsound.

Executive Summary

This report sets out the amended Core Strategy document, including changes approved by the Panel following public consultation and further changes arising from Evidence Base studies.

Decision

To approve the working draft of the Core Strategy Submission Document and to allow officers to finalise the text prior to submission to the Council on 15th February, for their approval of the document for pre-Submission Consultation.

1 Background

1.1 The One District- One Vision draft joint Core Strategy and Sustainable Community Strategy was published in October 2008.

1.2 There was public consultation on the joint document between October and December 2008. The responses that were received were reported to the Panel and changes were approved to the draft Core Strategy at Panel meetings from April to September 2009. It has been necessary to separate

the Core Strategy from the Sustainable Community Strategy, in order that the Core Strategy can be found sound by the Planning Inspectorate.

1.3 Additional policy documents and evidence base studies which have been produced, since the public consultation, have also given rise to further changes to the draft Core Strategy. (These include the Sustainability Appraisal of the Preferred Option Core Strategy, the Braintree Town Centre Study, the Habitats Regulation Assessment, The Affordable Housing and Developer Contributions Study, the Regional Gypsy policy, the Gypsy and Traveller Assessment, the draft SHLAA and the Transport Assessment Stage Two.)

2. Proposed Submission Draft

2.1 A revision to Government Guidance in Planning Policy Statement 12 now gives Council's a choice: The Core Strategy can define site specific boundaries of strategic sites, or can indicate broad outlines of these areas. Proposed site specific boundaries have been included in this draft, as this will allow the Council to define growth location boundaries with certainty, which will make the proposals clearer when the Submission Draft is published for consultation and will define the specific boundaries for future Master Plans of these areas.

2.2 This report sets out the amended Core Strategy document, incorporating the changes approved by Members, together with further proposed changes arising from the additional evidence base. It is still a working document and the following sections will be added and if possible provided to Members prior to the Panel Meeting:

Introduction, Executive Summary, LDF Process and Consultation to date, Strategy Generation and Alternatives, the proposed Great Notley Business Park boundary, Economic Development and Regeneration, Environmental Services, Delivering the Strategy and the 15 year Housing Trajectory.

2.3 Members are requested to approve the Working Draft of the Submission Document and to allow officers to finalise the text prior to submission to the Council on 15th February, for their approval of the document for pre-Submission Consultation.

Core Strategy Working Draft of Submission Draft

Contents and Executive Summary to be added

FOREWORD

COMMITMENT TO THIS STRATEGY

This document has been prepared by Braintree District Council and the Braintree District Local Strategic Partnership.

They hereby agree to adhere to its principles, aspire to its Vision, abide by its content and work together to achieve its objectives.

Introduction section being finalised on LDF process and consultation undertaken to date

2 A SPATIAL PORTRAIT OF BRAINTREE DISTRICT

Braintree District is a rural district in the north of Essex and is the second largest district (by area) in the county. Just over half of the residents live in the three main towns of Braintree, Witham and Halstead, with the remainder living in the attractive rural areas, where there are about 60 villages. The District lies between the regional growth centres of Chelmsford, Colchester and Cambridge and is close to Stansted Airport and about 45 minutes journey time by rail from London. Braintree is the main market town in the District and provides employment, town centre retail provision and community services. In addition, on the edge of the town, the Freeport Factory Outlet Centre, provides retail and leisure facilities, which serve an area that extends outside the District. Witham and Halstead are smaller market towns which provide employment, retail and community services. All three of the settlements contain town centres with some areas in need of regeneration. There are also two large areas in need of regeneration at former factories in Silver End and Sible Hedingham. Witham is situated on the main London to Norwich railway line, as are the adjoining villages of Hatfield Peverel and Kelvedon and there are significant levels of commuting from these stations, particularly to London and Chelmsford. The towns of Haverhill and Sudbury adjoin the district and provide services for residents in the northern, more isolated, rural areas of the District.

Population and Housing

The District has experienced high levels of population growth over the past ten years; growing from 132,179 in 2001 to 142,100 in 2008. There has been an average annual population growth of 1,200 persons over this period. House prices are high, particularly in the rural parts of the District. The need for affordable housing is as a major issue in the District. There has been an average of 623 dwellings completed per year in the District between 2001 to 2009, a large proportion of which have been on previously developed land.

2001 All People Census

District Total	132,179	100%
Braintree	36,310	27%
Witham	22,470	17%
Halstead	11,053	8%

2008 Age Profile (ONS Population Estimate)

District Total	All ages	142,100	100%
0-15 years	children	28,200	20%
16-64Males/16-59Females	working age	86,600	61%
65+Males/60+Females	older people	27,300	19%

Resident population in Ethnic Groups 2001 Census

White	129,797	98%
Mixed White and Asian	308	0.2%

Health District Total 2001 Census

Total population	132,179
Limiting long-term illness	20,437
General health 'not good'	9278

Life Expectancy Braintree District 2008 ONS

All people	80.6 years
Males	78.6 years
Females	82.6 years

Number of households in 2001 Census

Occupied	54,332
Vacant	1417

Continued increase in number of vacant dwellings with 2,378 dws empty in 2008, an increase of 438 over the 2007 figure.

One person households 14,443 27% 2001 Census

Owner Occupied	39,363	73 %
Social rented	10384	19%
Privately rented or living rent free	4585	8%
Average household size	2.41	
Number net dwelling completions 8 years 2001- 2009	4988	
Average number per year	623	
57 % of dwellings built on previously developed land 2001-9		
77% of dwellings built on previously developed land 2008-9		

Economy

In 2008 14% of employees in the District worked in manufacturing, with 8% in construction and 76% in services. Braintree District had above the national average percentage in manufacturing and construction and below the national average in services. Source NOMIS. Although tourism only amounts to about 4% of jobs, it contributes almost £40m to the local economy. There has been a recent increase in unemployment in the District rising to 5.8% in 2008/9.

There is a significant outflow (43%) of Braintree District residents to work in other areas. The greatest being to Chelmsford (10%) and Greater London

(10%). The next most popular destinations are to the adjoining authorities of Uttlesford (5%) and Colchester (4%).

25% of employees in the District live outside the District, with 6% of employees travelling from Colchester Borough, 4% from the Borough of Chelmsford, 3% from Maldon District and 2% from Babergh District.

All people aged 16-74 2001 95, 330

% of 16-74 year olds who are

Employed 67.5%

Unemployed 2.8%

Students 4.2%

Retired 12.5%

Permanently sick

or disabled 3.7%

Others 9.3%

All people Economically Active 2008/9 71,700 (Nomis)

Unemployment increased in the District to 4,200 in 2008/9 5.8% (Nomis)

13.8% of the persons of working age in Braintree District 2008 had no qualifications. This is higher than the national percentage of 12.4 % and for the East of England of 11.8%. Improvements are needed to educational attainment levels to improve life prospects of school leavers and to help the local economy with a better qualified workforce.

The rural economy is changing, as agricultural and manufacturing jobs have contracted. Rural communities now rely more heavily on commuting outside the rural areas for most job opportunities. Tourism and leisure contribute but jobs tend to be seasonal and lower paid. Small business centres have recently been developed catering for businesses based on modern technology, and working from home is also becoming much more common for the same reasons. There has also been a significant trend of persons seeking a better quality of life moving to the rural areas and working in nearby towns, or London and either commuting, or working from home.

Deprivation

Braintree District is generally affluent and deprivation levels are slightly lower than Essex as a whole. However, there are pockets of isolated and deprived communities with quite large inequalities between different areas. For example unemployment rates range from 2% to 5% across the District. There are pockets of deprivation around two of the District's three urban centres. These are the northern and eastern areas of Braintree and in the south of Halstead. Although these areas are not seriously deprived in national terms, they experience greater deprivation than the majority of areas in the District.

Transport

The London to Norwich main line railway crosses the southern part of the District, with a high frequency passenger service at Witham. There are also mainline stations at Hatfield Peverel and Kelvedon. A single track branch line connects Witham to Braintree, which limits the frequency of service and the provision of a passing loop with the aim of increasing the frequency of services is being investigated. There is also a branch line to Sudbury which crosses the east of the District, with a station at Bures.

The District is crossed by the A12 and A120 trunk roads. The western section of the A120 has been upgraded to a dual carriageway between Braintree and the M11, but the Braintree-Marks Tey stretch remains congested and unimproved, leading to significant congestion particularly in Braintree near to the Galleys Corner (McDonalds Roundabout) . The level of traffic using the A12 in Braintree District is above its capacity, with resulting serious peak hour congestion and there are sub-standard A12 slip roads within the District, including those at Rivenhall.

Bus services in and between the main towns are adequate during the day on weekdays, but conventional services are limited or non-existent over much of the rural areas. Only a limited number of services operate in the evenings and on Sundays. However the District Council works with Essex County Council and voluntary groups to support a number of rural Community Transport and bus schemes for the more remote parts of the District and for those whose circumstances make it difficult for them to access conventional public transport.

There is a fragmented network of cycleways in Witham and Braintree, including a route through Witham following the River Brain and routes along former railway lines in Braintree and Witham, which need to be added to, in order to provide a co-ordinated alternative to car transport.

Method of Travel to Work 2001 Census

42% Braintree residents drive a car or van,(national average of 35%.)

5.68 % travel by train (national average 2.67%)

1.61% travel by bus (national average 4.74%)

Households in District without a car or van 9,543 18% (national average of 27%) Census 2001

Communities and Services

Educational facilities include a range of primary and secondary schools with proposals for new school buildings at the two academies in Witham. Braintree College intends to move to new premises. Health facilities include the new Braintree Community Hospital, which is due to be fully operational in 2010. Recreational facilities include Braintree Leisure Centre, new swimming pools which have recently been provided in Halstead and Braintree, a Country Park at Great Notley and other parks and open spaces throughout the District.

A replacement pool is also proposed for Witham. Braintree Town Football Club intends to move to a new stadium.

Environment

Many of the towns and villages in the District have historic centres which are protected as conservation areas, and some historic villages and towns, including Finchingfield, Castle Hedingham and Coggeshall are visitor attractions. There are a total of 39 conservation areas in the district, with 40 scheduled monuments and 3190 listed buildings.

The attractive landscape includes 4 areas protected for their special scientific interest, as well as 7 local nature reserves, areas of ancient woodland and parks and gardens of historic value.

3 VISION, AIMS AND OBJECTIVES

The Vision for Braintree District

By 2026 a more sustainable future will have been secured for all the people and places in Braintree District. Braintree, Witham and Halstead will be thriving market towns with regenerated town centres and their historic character and green spaces protected. Most growth will have been provided in Braintree and Witham, including a new mixed use neighbourhood to the north-west of Braintree, comprising housing, employment and community uses and new neighbourhoods with housing and community facilities to the south-west and north-east of Witham. There will be a new business park close to the A120 at Great Notley. The key service villages of Coggeshall, Earls Colne, Hatfield Peverel, Kelvedon, Sible Hedingham and Silver End will have provided local housing, jobs and services for the adjoining rural areas. There will have been regeneration of former factory sites in Silver End and Sible Hedingham, which will have enhanced these villages. All development across the District will have been built to the highest design and energy efficiency standards, with the necessary infrastructure and affordable housing provision and will have enhanced historic towns and villages and minimised the impact on the local and global environment.

The Aims of the Core Strategy are:-

- Promoting accessibility for all
- Creating a clean and green environment
- Achieving a prosperous local economy
- Enabling everyone to enjoy a safe and healthy lifestyle
- Addressing climate change

DELIVERING THE VISION- THE KEY OBJECTIVES

The following twelve key objectives have been developed, which reflect and underpin the vision and aims for Braintree District. These objectives form the basis for the policies set out in this Core Strategy:-

Sustainability

To ensure that all development is sustainable and minimises the use of scarce natural resources and their impact upon climate change, encourages renewable energy, and promotes the development of previously developed land and urban regeneration to protect the development of greenfield land.

Accessibility

To reduce the need to travel by locating development in sustainable locations where it will enable people to easily access employment, housing, retail provision, public transport and key services; such as education, healthcare, recreational facilities and open space.

Infrastructure

To ensure that development makes the necessary provision for infrastructure and community facilities to meet the existing and future needs of the District

Housing

To meet the housing needs of all sections of the community, by providing an adequate amount, range and quality of accommodation, in particular "affordable housing" and that required for special needs.

Employment

To provide and retain employment to support the District's economy in sustainable locations and to provide local employment opportunities, to seek to reduce travelling outside the District to work.

Transport

To make it safer and, easier for the community to travel to jobs and key services by improving sustainable forms of transport such as public transport, walking and cycling.

Town Centres

To maintain and develop vibrant and prosperous main towns of Braintree, Witham and Halstead, by encouraging new development and regeneration

schemes that support their function as major service centres, with a range of good quality employment, shops and services.

Key Service Villages

To maintain and develop the function of the key service villages to support the adjoining rural areas, by encouraging the retention and provision of employment, shops and services and the regeneration of appropriate sites.

Rural Areas

To maintain and support services, community facilities and appropriate employment in the rural communities to meet their local needs.

Built Environment

To preserve and enhance the historic character and locally distinctive identity of the District, to ensure that new development provides high quality, environmentally friendly design and to improve the public realm.

Environment

To protect and enhance the natural habitats, biodiversity and landscape character of the countryside and the open spaces and green corridors within towns and villages.

Leisure

To provide accessible and varied opportunities for leisure and recreational activities, in order to promote healthy lifestyles and social inclusion.

Chapter being finalised on Strategy Generation and Alternatives

Creating high quality places to live

The creation of high quality places to live is a key objective of national planning policy. Good, practical design, both in the look of housing and its layout, looks attractive and encourages people to value the place they live, leading to less vandalism and crime. Also it will be critical to the overall quality of the environment in the future.

Density (ie. the number of dwellings on a site) can have a significant impact on the quality of new housing. Higher densities do not necessarily mean low quality, and in fact many of our older town areas and villages are built to very high densities.

Low densities mean that more land has to be used to deliver the housing we need, putting pressure on our valuable and attractive countryside. A balance has to be struck between the two, so setting absolute density targets is not likely to be the best way of getting the best quality housing in all locations.

Good design also means making sure that housing is as accessible as possible to all the services, jobs and facilities that residents need.

We think that:

- Securing high quality housing design and layouts is an essential part of protecting the overall environment of the district, promoting social inclusion and securing sustainable communities.
- Density should depend on the character of the area and the types of development being proposed, but that practical issues of day to day living should be taken into account when schemes are designed and approved.

Policy CS1 Housing Provision and Delivery

CS1 The Council will plan, monitor and manage the delivery of a minimum of 4637 dwellings between 2009 and 2026.

These dwellings will be mainly located, (as set out in Table CS1):

- **In the urban areas of Braintree, Witham and Halstead on previously developed and infill sites within their development boundaries, apart from those protected for other land uses.**
- **In new mixed-use Growth Locations, whose boundaries are defined on the proposals map insets, north-west of Braintree, south-west of Witham and north-east of Witham; to be developed in a phased programme, to ensure that the requirement for a continuous supply of housing land is met. The development of the growth locations will be in accordance with Master Plans to be approved as supplementary planning documents by the Council.**
- **On mixed use regeneration sites in Sible Hedingham and Silver End, whose boundaries are defined on the proposals map insets and previously developed land in the Key Service Villages**

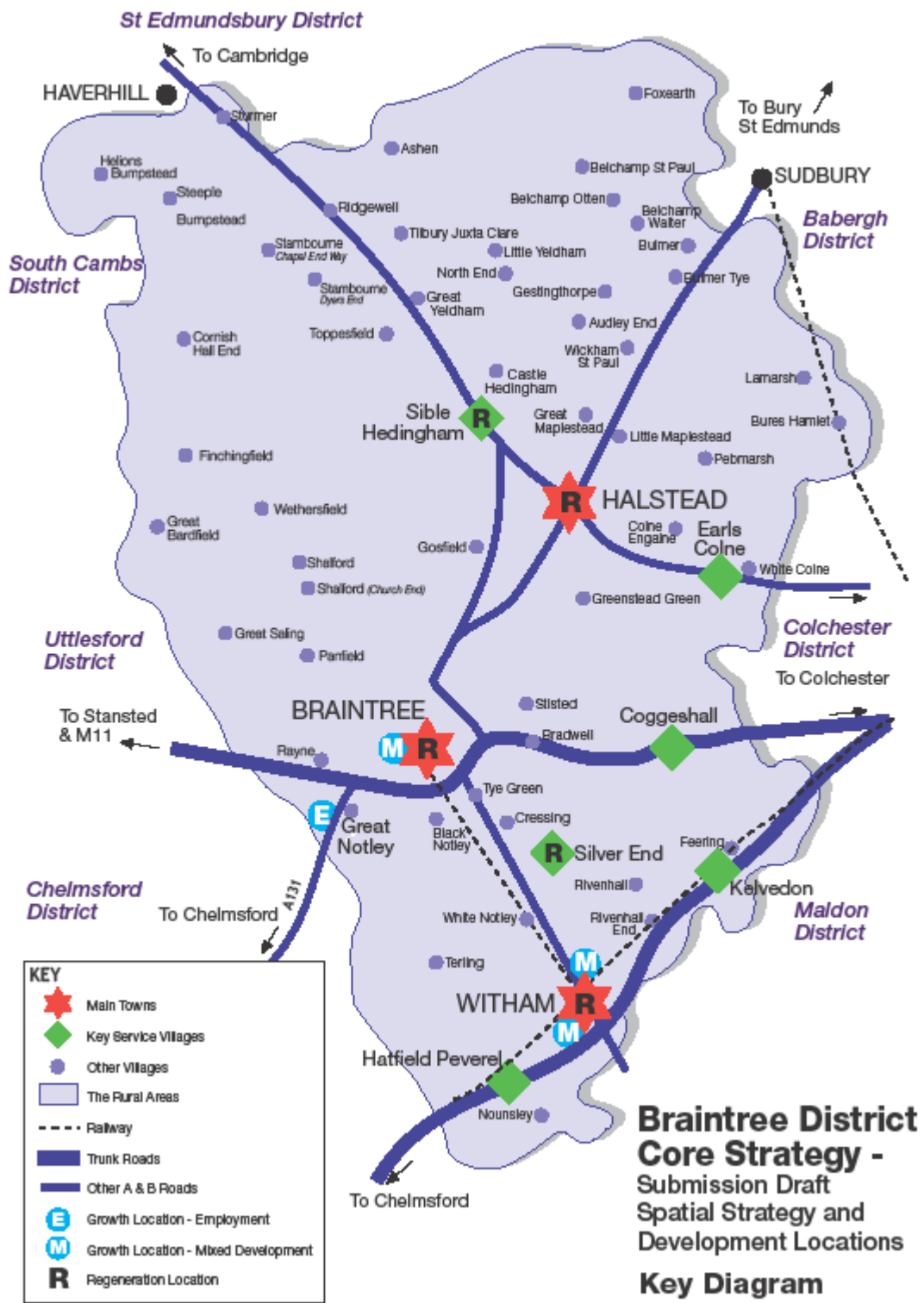
Table CS1 Braintree District Housing Provision

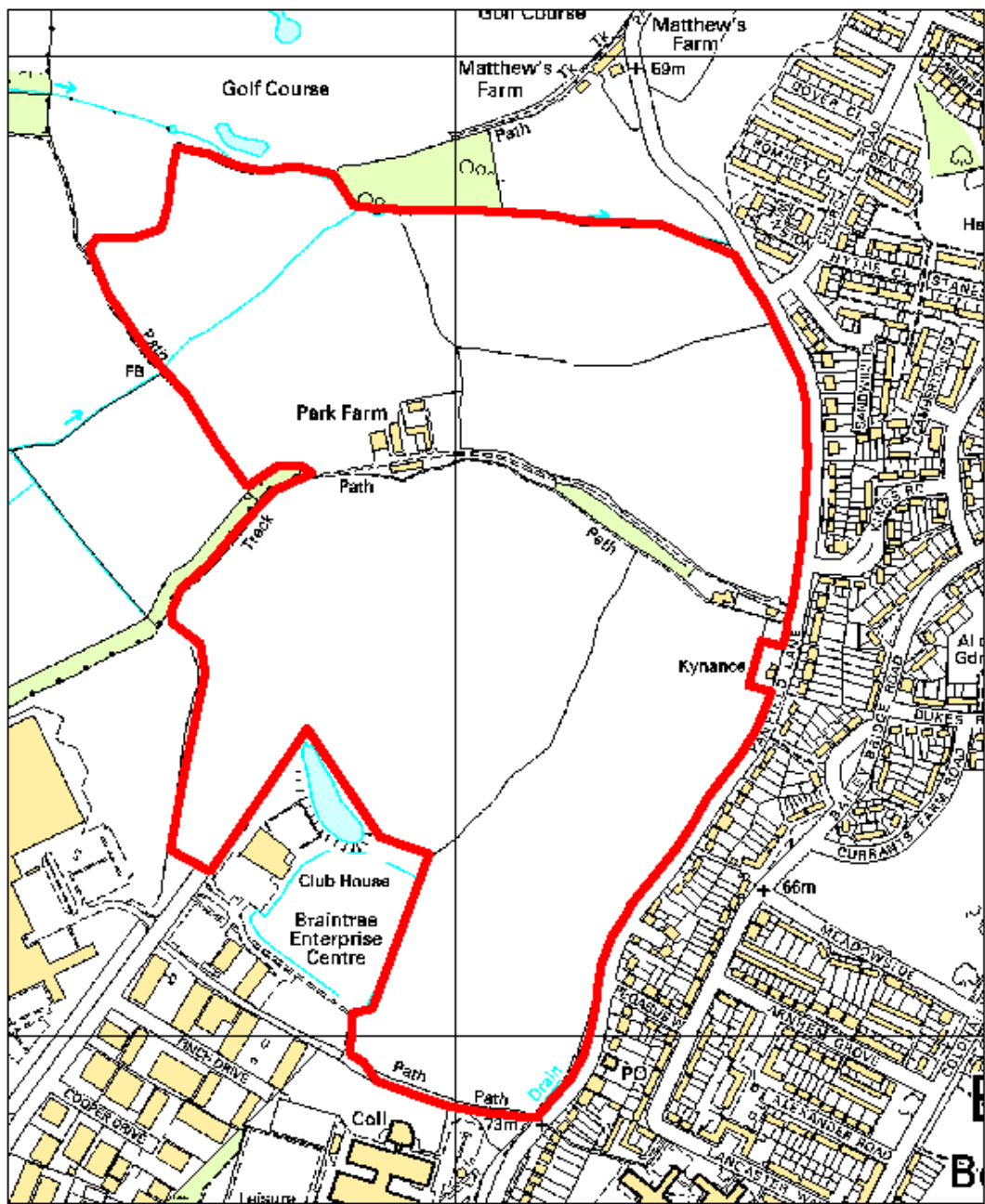
Settlement	Housing Provision	Provision Dates
Braintree excluding growth locations	1500	2009-2026

Braintree north-west Growth Location	500 dwellings	Phased between 2018-2026
West of Panfield Lane		
Witham excluding Growth Locations	900	2009-2026
Witham south-west Growth Location	600 dwellings	Phased between 2017-2026
North of Hatfield Road		
Witham north-east Growth Location	300 dwellings	Phased between 2021-2026
Halstead	300	2009-2026
Key Service Villages	450	2009-2026
Remaining villages	250	2009-2026
Total	4800	

The growth locations are defined as strategic sites for development on Inset Maps. All other housing sites of 10 or more dwellings, apart from Exception Sites for affordable housing, will be defined on the Site Allocations DPD Proposals Map.

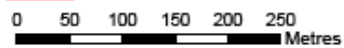
This policy supersedes Braintree District Local Plan Review Policy RLP1 Housing Provision



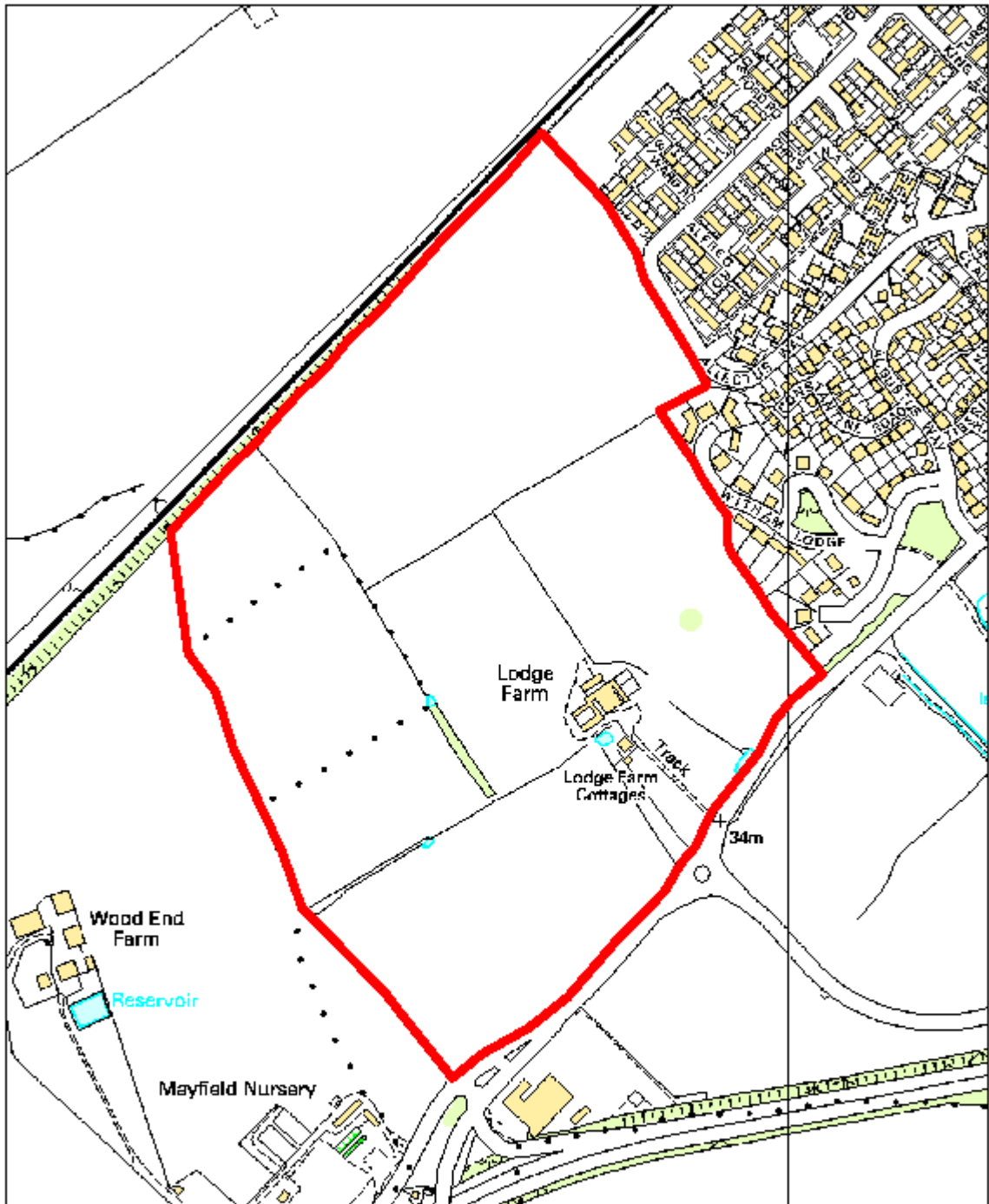


Land to the north-west of Braintree (off Panfield Lane)

 Growth Location Boundary

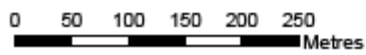


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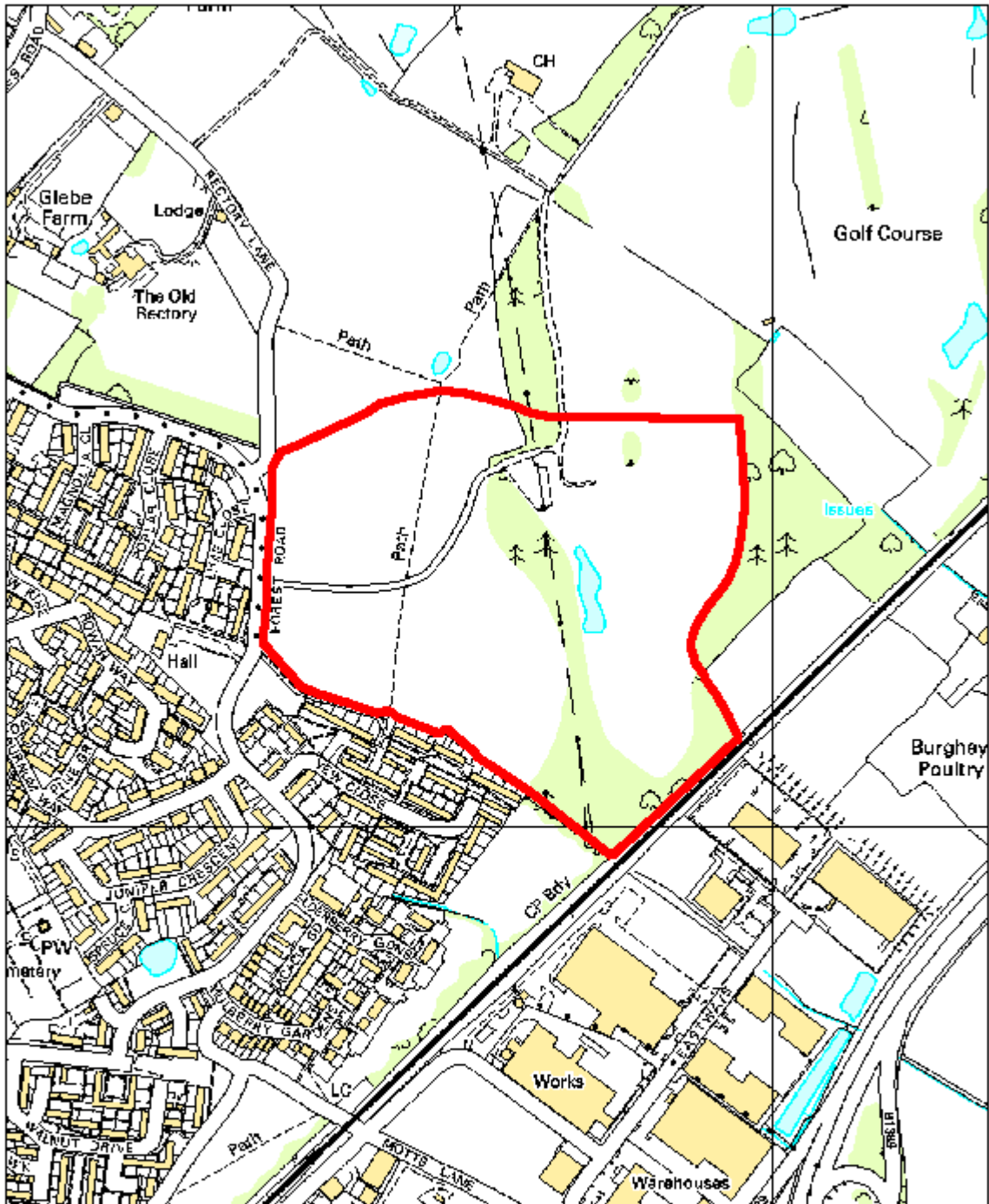


Land to the south-west of Witham (off Hatfield Road)

 Growth Location Boundary

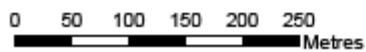


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Land to the north-east of Witham (off Forest Road)

 Growth Location Boundary



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Great Notley Map to go in here

Affordable Housing

The East of England Plan Policy H2 states that development plan documents should set appropriate targets for affordable housing at District level, taking into account local assessments of housing need. It suggests a regional target of 35%, but allows for local targets to be set where justified.

The Strategic Housing Market Assessment for this District was published in 2008. This assessed the overall level of need for the District as 697 new affordable dwellings per year and recognised that this level of housing need is unlikely to be met by any feasible new supply of affordable housing.

The study stated that this level of housing need would arithmetically justify any affordable housing target on qualifying new sites and is much above any likely supply and would certainly justify a 40% target, and perhaps higher if viability permits. It also concluded that in terms of size and type of affordable housing, about 40% of it could be intermediate.

An update to the SHMA in 2009 identified problems with mortgage availability, which meant that whilst the downturn in the housing market has improved affordability, accessibility is limited. The update did not propose any amendment of the affordable housing target suggested in the SHMA.

In 2009 an Affordable Housing Viability Study for this District assessed the viability of market housing schemes against a range of affordable housing options and economic scenarios. It found significant variation in house prices and residual value between different market value areas in the district; with the values in the urban areas of Braintree, Halstead, Hedingham and Witham being consistently lower than in rural areas elsewhere in the district. The study therefore suggests a target of 40% affordable housing in the rural areas and 30% in the urban areas of Braintree, Halstead, Hedingham and Witham. It also suggested that the growth locations should be planned for on the basis of a 30% affordable housing target, as these are more costly to develop than urban and small rural sites; due to the lower net developable areas of these sites and higher infrastructure costs. It suggested that these targets should be subject to up to date scheme specific viability appraisals. (The Council has included Great Notley within the urban areas defined in the policy, as this is more closely related to Braintree than the rural areas.)

Evidence on site supply in the Viability Study indicates that in the urban parts of the district, the national indicative minimum threshold of 15 dwellings is appropriate. However, the profile of site supply in rural areas, coupled with high levels of need, indicates that adopting a low threshold in the rural areas is justified. A threshold of 5 dwellings would capture about a third of the supply in the rural areas.

The Council believes that the tenure split of affordable housing provided by this policy should normally be 70% rented and 30% intermediate tenure (although alternatives may be acceptable to achieve maximum delivery on

site) and all units will be required to meet the space, sustainability and adaptability standards required by the Homes and Communities Agency for rented homes.

A “toolkit” setting out economic assumptions will be used by the Council to inform viability appraisals of specific sites which will form the basis for affordable housing negotiations.

Policy CS2 Affordable Housing

Affordable housing will be directly provided by the developer within housing schemes on the following basis:

- 1. A target of 40% affordable housing provision on sites in rural areas, excluding the Parishes of Sible Hedingham and Great Notley and the proposed growth location in the Parish of Rivenhall.**
- 2. 30% affordable housing provision on sites in the urban wards of Braintree and Bocking and Witham; including the proposed growth locations and in Halstead, the parishes of Sible Hedingham and Great Notley and the proposed growth location in the parish of Rivenhall.**
- 3. A threshold of 5 dwellings or 0.16ha in the rural areas, that is the whole District excluding the urban wards of Braintree and Bocking, Witham and Halstead.**
- 4. A threshold of 15 dwellings or 0.5ha in the urban areas comprising the urban wards of Braintree and Bocking, Witham and Halstead.**
- 5. Where it is impractical to achieve on site provision, off site provision, or a financial contribution in lieu of broadly equivalent value, may be accepted.**

This policy supersedes Braintree District Local Plan Review Policy RLP5 Affordable Housing in New Developments

Gypsy and Traveller and Travelling Showpersons Accommodation

There is a shortage of sites to meet the needs of gypsies and travellers in the District and in the East of England at present.

A revision to the Regional Spatial Strategy for the East of England, entitled ‘Accommodation for Gypsy and Traveller and Travelling Showpersons in the East of England,’ was published in July 2009.

This set out policies requiring local authorities to make provision for additional residential and transit pitches for gypsies and travellers and plots for travelling showpersons. (A pitch normally accommodates two caravans.)

Policy H3 set out a requirement for a minimum of 50 gypsy and traveller pitches for Braintree District by 2011. As there were already 27 authorised gypsy and traveller pitches within Braintree District in 2008, this meant that there was a requirement to provide an additional 23 authorised pitches by 2011.

As assessment of need in Essex was published in 2009 (Essex Gypsy and Traveller Accommodation Assessment), which identified a requirement for 66 additional residential pitches in Braintree District between 2008 and 2021.

Policy H3 also stated that local authorities should work together to establish a network of transit pitches, with 30 additional transit pitches required for Essex, Southend-on-Sea and Thurrock between 2006- 2011. The assessment of need in Essex in 2009 identified an additional short-stay requirement of 6 pitches in Braintree District between 2008 -2021, of which 5 would be required by 2013.

Policy H4 set out a requirement for an additional 103 plots for travelling showpersons in Essex, Southend-on-Sea and Thurrock between 2006 -2011. There were two travelling showpersons sites in this District in 2008, with a total of 3 plots. The assessment of need in Essex identified an additional requirement in Braintree District of 1 plot between 2008-2021.

The Council will identify gypsy and traveller residential pitches in accordance with the requirements for this District and CLG guidance in Circular 01/2006 and will work with the other identified local authorities to identify transit sites. The Council will also work with travelling showpersons and the Showmen's Guild to identify the required provision for travelling showpersons, in accordance with the guidance set out in CLC Circular 04/2007.

The requirements will either be met by identifying sites and plots in the Site Allocations Development Plan Document, or through development control decisions, when appropriate sites or plots come forward, which may include rural exception sites. Sites should be provided in sustainable locations, which are not at risk of flooding and have access to health, education and other community facilities. Funding for the provision of sites and plots may be sought as part of developer contributions.

Policy CS3 Gypsy and Traveller and Travelling Showpersons Accommodation

The Council will identify sites in suitable locations to provide a minimum of 50 residential pitches for gypsies and travellers caravans by 2011 and a total of 66 pitches by 2021.

Provision will also be made for 5 transit pitches for gypsies and travellers by 2013 and a total of 6 transit pitches by 2021 and for an additional 1 plot for travelling showpersons by 2021.

This does not supersede a Braintree District Local Plan Review Policy, as the previous Local Plan Policy RLP 23 Provision for Gypsies and Travelling Showpersons had already been deleted.

Economic Development section and regeneration sites being finalised and to be added

The Rural Economy

Braintree District covers a large rural area, which contains nearly 50% of its residents. The Council supports maintaining the viability of agriculture, small businesses, farm diversification and rural tourism and seeks to expand rural enterprise in line with the recommendations of the Essex Rural Commission report in 2009. The Core Strategy therefore sets out a specific Core Planning Policy covering the rural economy.

The scope for economic development will be limited by the need for sustainable development and to protect the countryside and environment. However there is a need to secure a sound sustainable future for the rural economy, which continues to contribute significantly to the economy of the District as a whole through tourism, agriculture and local small businesses.

What are the main issues are for the District under this subject?

- How to secure a sound sustainable future for the rural economy whilst protecting the countryside environment.
- How to promote tourism in our historic villages and unspoilt countryside, without damaging those attractions and features that we are seeking to promote.
- How to promote appropriate regeneration of suitable sites in the villages.
- How to manage appropriate rural employment on sites in the open countryside.
- How to promote appropriate home working.
- How to minimise the use of the car for rural employment.

We think that:

- There is a need to plan more positively for the rural economy and the provision of local jobs
- Whilst the countryside is sensitive, it is possible to accommodate many types of small business that will provide local jobs
- It may be necessary to accept that whilst access to many locations will be difficult other than by car, there are other sustainability factors that may be more important.
- There are opportunities on some key regeneration sites to redevelop for a mix of uses that would bring community, and environmental benefits as well as keeping some local jobs
- We should encourage appropriate forms of home working to promote local jobs.

Policy CS 5 Rural Economy

The Council will support the rural economy by favourably considering small scale developments which meet the following criteria:

- **Would give priority to the appropriate re-use of suitable previously developed land, or buildings where these are in appropriate locations for employment uses and would meet identified local need.**
- **Can be shown to help towards the promotion and viability of local farming enterprises, the diversification of agriculture and outdoor recreation uses appropriate to a countryside location, or promote home-working, or support appropriate diversification of rural business other than agricultural holdings.**
- **Provide sustainable forms of transport, minimising the impact on the local environment and road network**
- **Would respect and reinforce local character, and have acceptable impacts on the local and wider countryside environment.**

This policy supersedes Braintree District Local Plan Review Policies RLP 39 and 40

Town Centre Regeneration and Retailing

The regeneration of the market towns and key service village centres is a high priority.

The District has three town centres – Braintree, Halstead and Witham. Braintree is the largest town centre with a wider range of shops and services than at Halstead and Witham. The town centres are supported by a network of district and local centres. Braintree Freeport and Braintree Retail Park together form the largest out of centre retail area in the District. The District falls within the sphere of influence of other larger sub-regional centres, particularly Chelmsford and Colchester.

It is a key priority to maintain and improve the vitality and viability of the District's town centres and regeneration initiatives are proposed for each of them. In planning for the future or our town centres and retailing we have had regard to the North Essex Retail Study 2006 and its update in 2010, PPS4 published in December 2009 and the Braintree Town Centre Analysis dated April 2009.

For Braintree the main priority is to strengthen the comparison goods offer in the town centre.

Our studies have identified a need for some 8,100 square metres of comparison goods floorspace over the Ldf period. Two opportunities have been identified where additional retail floorspace could be provided – to the east of the Town Hall Centre and to the west of George Yard. It is considered that these two locations should take priority for accommodating any additional floorspace in the town. Only limited capacity has been identified for additional convenience retailing in Braintree. There are existing additional commitments for a discount foodstore at Rayne Road and for extensions to the stores at Gt, Notley and Kings Park Village.

It is considered that no further provision should be made for convenience retailing in locations outside of the town centre until these additional commitments are open for trading and their impact on the town centre has been assessed.

For Halstead only limited capacity has been identified for additional convenience and comparison retailing. The main issue for Halstead is to strengthen the town centre and to draw back trade currently lost to the town. Land to the east of the High Street presents the main opportunity for regeneration. This could include additional retailing and car parking with strong links being provided to the High Street.

For Witham only limited capacity has been identified for additional convenience and comparison retailing. Here the priority will be improving the current offer. The focus for improvement will be the Newlands Shopping Precinct where there is potential for improvement and redevelopment.

Outside of the town centres Braintree Freeport and Braintree Retail Park together form a specialist out-of-centre retail and leisure destination. It is important that the specialist offer of this area is maintained so that it complements the town centres. Proposals for further development at Braintree Freeport and Braintree Retail Park will be carefully assessed against their impact on town centres.

It is considered that the Great Notley neighbourhood centre is the only location in the District that meets the definition of a District Centre as set out in PPS4. There is a current planning permission for the extension for the supermarket at Great Notley. When this has been implemented the centre will have reached its physical limit for growth.

Outside of town centres there are also major supermarkets at Kings Park Village (with planning permission to expand) and at Braintree Road, Witham.

In the rural areas the key service villages of Coggeshall, Earls Colne, Hatfield Peverel, Kelvedon, Sible Hedingham and Silver End perform the role of local centres. Local centres are also planned as part of the new growth location at Panfield Lane and at the Maltings Lane new neighbourhood, Witham which would also serve the adjoining new growth location at Hatfield Road. Shops and services in the new growth locations should be on a scale compatible with the local catchment.

Policy CS6 Town Centre Regeneration and Retailing

The town centres of Braintree, Halstead and Witham will be the primary location for retail, office, leisure and entertainment uses in the District.

The improvement and regeneration of the town centres will be promoted and the regeneration of the following locations is proposed to meet the identified need for retailing and other town centre uses:

Braintree Town Centre – Land to the east of the Town Hall Centre between Manor Street and

- Victoria Street**
- Land to the west of George Yard**

Halstead Town Centre – The areas around the Centre, Weavers Court and land to the east of the High Street

Witham Town Centre - The Newlands Precinct and adjoining land

Any additional proposals for retailing and town centre uses will be based on the sequential approach in accordance with PPS4.

The scale of development will need to be consistent with the following hierarchy with larger scale development focussed on the town centres:

Town Centres – Braintree, Halstead and Witham town centres

District Centre – Great Notley Neighbourhood Centre

Local Centres – Coggeshall, Earls Colne, Hatfield Peverel, Kelvedon, Sible Hedingham and Silver End and within the growth locations at Panfield Lane Braintree and within the new neighbourhood at Maltings Lane, Witham which will also serve the adjoining Hatfield Road growth location . Braintree Freeport and Braintree Retail Park is an out of centre destination where The focus is on specialist factory outlet shopping, bulky non-food goods and leisure uses.

Local Centres will be protected and enhanced to provide small-scale shops, services and community facilities for local residents.

The provision of local shops and services throughout the District will be safeguarded to provide for the needs of local residents.

This policy supersedes Braintree District Local Plan Review policies RLP 110 Retail and Town Centre Development- The Sequential Approach and RLP 111 Retail Development.

Transport

This chapter sets out the proposed Core Planning Policy in relation to the aim of 'promoting accessibility for all'. It also takes account of the other aims, including addressing climate change. Accessibility means how people access their needs, including employment, shopping and community services. It shows what will be done to address this aim and sets out the key transport projects that will be provided to deliver sustainable development in the District. The implementation and monitoring chapter sets out local indicators to measure what is being done.

The Council will work with Essex County Council, the Highways Agency and bus and railway providers to improve accessibility, provide sustainable transport and reduce congestion.

Why this aim is important from a planning perspective

Promoting and securing accessibility and an efficient transport network are one of the key features of achieving sustainable development.

18% of households in the District do not have a car or van. This means that many people, often including those with the greatest need to access services and facilities (such as people with disabilities, elderly people and children) need to use public transport, or walk or cycle to get around.

Putting most new development in the Main Towns, with the necessary highway improvements to support these development, and improving sustainable transport to these developments will support this aim.

What are the main Accessibility and Transport issues for the District?

- 82% of people own a car or van and most travel to work by car
- At the same time, the reliance on the car needs to be reduced, where possible, if we are to promote and deliver sustainability, reduce commuting, tackle the impacts of climate change, reduce congestion

and help make us healthier

- Almost 30 villages have less than one bus per week to their local centre, so many people rely on community transport or family and friends to get about in order to access the services they need
- Braintree District Council, as the Local Planning Authority, has little direct control over the main transport networks because they are managed by the County Council, the Highways Agency and Network Rail
- To support our economy, the main road network – and in particular the A12, A120 east of Braintree and A131 at Halstead – needs to be improved, and the Braintree branch line should be upgraded to increase the capacity of this route. However, any improvements will require either government funding and / or substantial private sector investment and are likely to be long term
- Local road networks also need to be maintained and improved at key points to encourage more efficient local public transport, improve air quality, and reduce local congestion
- If car use is to be reduced, congestion and pollution reduced and healthy lifestyles encouraged, good high quality walking, cycling and local bus links need to be made between all parts of the towns and new developments.

We think that:

- The use of the car for local trips in the main towns needs to be minimised as far as practicable, to reduce congestion, pollution, and promote healthier living
- Development should be located and designed to promote walking, cycling, and public transport above the car, and should also promote good standards of access for everyone
- The main trunk road network and rail network should continue to be improved over the longer term for economic reasons
- Realistic and viable alternatives to the car need to be promoted for long trips and commuting
- Public transport needs to be improved, whilst recognising that the use of the car will still be necessary for many people.

An assessment has been undertaken of the highway improvements that will be required to provide for the future development of Braintree and Witham up to 2026. This has identified the need for a new link road between Springwood

Drive and Panfield Lane, in Braintree to provide for the traffic movements associated with the proposed Panfield Lane growth location.

The principal aim of the link road is to provide a local connection to enable residential traffic from the potential development to travel to and from the south and west via the B1256 Pods Brook Road and A120, without having to travel through Braintree Town Centre.

The highways assessment states that this link road will need to be designed to ensure that any heavy goods vehicle trips are discouraged from travelling to and from the north of Braintree via the new link road, Panfield Lane and Deanery Hill. It should also prevent other traffic from diverting from the strategic road network to use this link. It should therefore be provided as a local road, incorporating traffic management measures, to prohibit HGV movements to the north.

This assessment also identifies junction improvements, which will be required for the future development of Braintree and Witham, which will be funded through developer contributions. In addition, pedestrian and cycleway links and quality bus improvements will also be required through developer contributions to provide for the future growth in the main towns and key service villages.

The Council, Essex County Council and Network Rail also support the provision of a footbridge at Witham station to link the Easton Road car park to the station and two cycle/footbridges at Freeport, Braintree and Motts Lane, Witham. The Witham station footbridge would improve access to the station and also provide cycle parking for the station. The construction work is scheduled to commence in 2010. The proposed Freeport bridge would provide pedestrian and cycle access across the Braintree Branch line to Freeport Factory Outlet Centre and Braintree Retail Park and to Freeport railway station for residents in the Mill Hill area of the town, which would reduce vehicle movements between these locations. The proposed Motts Lane foot/ cycleway bridge would improve safety for pedestrians and cyclists by replacing a level crossing across the main London to Norwich railway line. It would provide a route from the northern part of Witham, and from the proposed Forest Road growth location for pedestrians and cyclists to employment areas, avoiding the congested Braintree Road railway bridge. Contributions will be required from the developers of the Forest Road growth location towards the construction of the Motts Lane foot/cycle bridge.

Policy CS8 Promoting Accessibility for All

The Council will work with partners to improve accessibility, to reduce congestion and reduce the impact of development upon climate change.

Future development will be provided in accessible locations to reduce the need to travel.

Sustainable travel will be encouraged through the requirement for travel plans from major developments, employers and institutions.

Sustainable transport links will be improved, including provision of and contributions for cycling and walking and quality bus partnership.

Traffic and car parking will be carefully managed to encourage sustainable travel.

The promotion of community based initiatives such as car pools, car sharing and voluntary mini bus services will be encouraged.

Key Transport Projects to be Provided

Witham Station Footbridge across railway line

Springwood Drive to Panfield Lane, Braintree Local Link Road

Freeport, Braintree Cycle/Footbridge across railway line

Motts Lane, Witham Cycle/ Footbridge across railway line

Quality Bus Partnership improvements, including services between the growth locations and town centres

Improved pedestrian and cycle links between the growth locations and major developments to town and district centres, railway stations, employment areas and community facilities

Feasibility Study of Braintree Railway Branch Line improvements to improve frequency of service

Improved pedestrian and cycling provision throughout the District

Junction and crossing improvements associated with the growth locations and major developments.

This policy does not supersede any Braintree District Local Plan Review Policy

**Environment, Services and Facilities and Delivering the Strategy
Sections being finalised.**

Key Facilities and Infrastructure

Location	Project Details	Funding	Delivery Body
Supports all growth in the District	Capacity Improvements on the Braintree Branch line by the construction of a passing loop	Viability study funding secured through GAF. Further funding required for implementation	Network Rail
	Strategic recreational facilities both indoor and outdoor which can accommodate a range of uses	Developer Contributions, Braintree District Council, Essex County Council	Private Developers, private sports operators, Braintree District Council
	Strategic Open Space and Green Corridors	Developer Contributions, Braintree District Council, Essex County Council	Private Developers, Essex County Council, Braintree District Council
	Additional emergency service cover	Developer Contributions, Emergency Services	Emergency Services
Supporting all growth in Braintree	Clean water storage and water transfer main	To be secured through Anglian Water's Water Resource Management Plan	Anglian Water
	Cemetery Expansion, Bocking	Braintree District Council	Braintree District Council
	Additional places for early years and childcare	Developer Contributions, Essex County Council	Essex County Council
	Expansion of existing primary schools to provide new school places	Developer Contributions, Essex County Council	Essex County Council

Panfield Lane Growth Location	Additional secondary school form of entry	Developer Contributions, Essex County Council	Essex County Council
	New location for Braintree College	Braintree College, government funding	Braintree College
	Adult Community Learning and Further Education Hub	Developer Contributions, Essex County Council	Essex County Council, individual education providers
	Expansion of existing or creation of new GP surgery	Developer Contributions, Mid Essex Primary Care Trust	Mid Essex Primary Care Trust
	New stadium for Braintree Town Football Club	Braintree Town Football Club	Braintree Town Football Club
	Public Open Space, Play and Recreation Areas in line with the standards set out in the adopted Open Space SPD	Developer Contributions,	Private Developer, Braintree District Council
	Allotment provision in line with the standards set out in the adopted Open Space SPD	Developer Contributions	Private Developer, Braintree District Council
	Capacity improvements at Pods Brook Road/Rayne Road roundabout	Developer Contributions	Essex County Council, Private Developer
	Spine road from Springwood Drive to Panfield Lane, designed for local traffic only	Developer Contributions	Private Developer, Essex County Council
	Quality Bus Partnership and Public Transport Improvements	Developer Contributions, Essex County Council	Essex County Council, public transport operators
	Public Realm Improvements	Developer Contributions	Private developer
	Educational Provision	Developer Contributions	Essex County Council
Footpath and Cycleway provision, both on site and	Developer Contributions,	Essex County Council	

	links to the existing network	Essex County Council	
	Neighbourhood Centre (may include community, religious, retail and leisure facilities)	Developer Contributions	Private Developer
Great Notley Business Park Growth Location	Upgrade of Rayne Waste Water Treatment Plant	Developer Contributions, Anglian Water	Anglian Water
	Quality Bus Partnership and Public Transport Improvements	Developer Contributions, Essex County Council	Essex County Council, public transport operators
	Creation of a new access and improvements at the A131/Cuckoo Way roundabout	Developer Contributions	Private Developer
	Public Realm Improvements	Developer Contributions	Private developer
	Footpath and Cycleway provision, both on site and links to the existing network	Developer Contributions, Essex County Council	Essex County Council
Supporting all Growth in Witham	Motts Lane foot and cycle bridge	Developer contributions, Essex County Council	Essex County Council
	Witham Station footbridge	Network Rail, Essex County Council, Department for Transport	Network Rail, Essex County Council
	Cemetery Expansion	Braintree District Council	Braintree District Council
	Additional early years and childcare places	Developer Contributions, Essex County Council	Essex County Council
	New primary school	Developer Contributions, Essex County Council	Essex County Council
	Extension of existing GP surgery	Developer Contributions, Mid Essex Primary Care Trust	Mid Essex Primary Care Trust
	Public Open Space, Play and Recreation Areas in	Developer Contributions,	Private Developer,

Lodge Farm Growth Location	line with the standards set out in the adopted Open Space SPD		Braintree District Council
	Allotment provision in line with the standards set out in the adopted Open Space SPD	Developer Contributions	Private Developer, Braintree District Council
	Quality Bus Partnership and Public Transport Improvements	Developer Contributions, Essex County Council	Essex County Council, public transport operators
	Capacity Improvements at Hatfield Road/Gershwin Boulevard Roundabout	Developer Contributions	Private Developer, Essex County Council
	Public Realm Improvements	Developer Contributions	Private developer
	Educational Provision	Developer Contributions	Essex County Council
	Footpath and Cycleway provision, both on site and links to existing network	Developer Contributions, Essex County Council	Essex County Council
	Neighbourhood Centre (may include community, religious, retail and leisure facilities)	Developer Contributions	Private Developer
Forest Road Growth Location	Expansion of existing primary school	Developer Contributions, Essex County Council	Private Developer
	Extension of existing GP surgery	Developer Contributions, Mid Essex Primary Care Trust	Mid Essex Primary Care Trust
	Public Open Space, Play and Recreation Areas in line with the standards set out in the adopted Open Space SPD	Developer Contributions,	Private Developer, Braintree District Council
	Allotment provision in line with the standards set out in the adopted Open Space SPD	Developer Contributions	Private Developer, Braintree District Council
	Quality Bus Partnership and Public Transport Improvements	Developer Contributions, Essex County	Essex County Council, public transport

		Council	operators
	Improvements to the Cypress Road/Braintree Road mini roundabout	Developer Contributions	Essex County Council, private developer.
	Public Realm Improvements	Developer Contributions	Private developer
	Educational Provision	Developer Contributions	Essex County Council
	Footpath and Cycleway provision, both on site and links to existing network	Developer Contributions, Essex County Council	Essex County Council
	Neighbourhood Centre (may include community, religious, retail and leisure facilities)	Developer Contributions	Private Developer
Supporting growth in Halstead	Clean water storage and transfer main	To be secured through Anglian Water's Water Resource Management Plan	Anglian Water
	Additional places for early years and childcare facilities	Essex County Council	Essex County Council
	Expansion of existing primary school places	Developer Contributions, Essex County Council	Essex County Council
	Cemetery Expansion	Braintree District Council	Braintree District Council
Sible Hedingham Regeneration Area	River Channel restoration on feeding channel to River Colne	Developer Contributions	Private Developer, Environment Agency
	Additional places for early years and childcare facilities	Developer Contributions, Essex County Council	Essex County Council
	Expansion of existing primary school	Developer Contributions, Essex County Council	Essex County Council
	Expansion of existing secondary school	Developer Contributions, Essex County Council	Essex County Council

	New GP surgery	Developer Contributions, Mid Essex Primary Care Trust	Mid Essex Primary Care Trust
	Public Open Space, Play and Recreation Areas in line with the standards set out in the adopted Open Space SPD	Developer Contributions,	Private Developer, Braintree District Council
	Allotment provision in line with the standards set out in the adopted Open Space SPD	Developer Contributions	Private Developer, Braintree District Council
	Quality Bus Partnership and Public Transport Improvements	Developer Contributions, Essex County Council	Essex County Council, public transport operators
	Public Realm Improvements	Developer Contributions	Private developer
	Educational Provision	Developer Contributions	Essex County Council
	Footpath and Cycleway provision, both on site and links to existing network	Developer Contributions, Essex County Council	Essex County Council
	Neighbourhood Centre (may include community, religious, retail and leisure facilities)	Developer Contributions	Private Developer
Silver End Regeneration Area	Additional places for early years and childcare provision	Developer Contributions, Essex County Council	Essex County Council
	Expansion of existing primary school provision	Developer Contributions, Essex County Council	Essex County Council
	Extension of existing GP surgery	Developer Contributions, Essex County Council	Essex County Council
	Public Open Space, Play and Recreation Areas in line with the standards set out in the adopted Open Space SPD	Developer Contributions,	Private Developer, Braintree District Council
	Allotment provision in line with the standards set out	Developer Contributions	Private Developer,

	I the adopted Open Space SPD		Braintree District Council
	Quality Bus Partnership and Public Transport Improvements	Developer Contributions, Essex County Council	Essex County Council, public transport operators
	Public Realm Improvements	Developer Contributions	Private developer
	Educational Provision	Developer Contributions	Essex County Council
	Footpath and Cycleway provision, both on site and links to the existing network	Developer Contributions, Essex County Council	Essex County Council
	Neighbourhood Centre (may include community, religious, retail and leisure facilities)	Developer Contributions	Private Developer

Housing Trajectory of 15 Year Site Supply to be added

GLOSSARY

Acronyms used:

Initials	What they stand for
BDC	Braintree District Council
CIL	Community Infrastructure Levy
DPD	Development Plan Document
ECC	Essex County Council
EERA	East of England Regional Assembly
HGV	Heavy Goods Vehicle
JSNA	Joint Strategic Needs Assessment
KSV	Key Service Villages
LAA	Local Area Agreement
LDF	Local Development Framework
LDS	Local Development Scheme
LI	Local Indicator
LSP	Local Strategic Partnership
LTP	Local Transport Plan 2006-2011

NI	National Indicator
ONS	Office National Statistics
PCT	Mid Essex Primary Care Trust
RSS	Regional Spatial Strategy
SCI	Statement of Community Involvement
SEA/SA	Strategic Environmental Assessment/Sustainability Appraisal
SHMA	Strategic Housing Market Assessment
SHLAA	Strategic Housing Land Availability Assessment
PPS	Planning Policy Statement

Explanations of some of the terms used in this Strategy:

Term used	What it means
Brownfield site	Land that has been previously developed, usually but not always within the existing built-up area of a town or village.
Community Priority	A service, action or development that has been identified by the local community as being of high importance.
Core Strategy DPD*	The overarching planning policy document in the Local Development Framework, which sets out the broad planning strategy for the District. All subsequent documents must be in accord with it.
Development Plan Documents (DPD)	Statutory Planning Documents that set out the Council's policies and proposals for the District. They are subject to an examination and approval by an inspector before they can be used by the Council.
Development Policy DPD	A document that sets out statements or sets of criteria that the Council uses to decide planning applications. Used with the Site Allocations DPD. Must be in line with the Core Strategy.
East of England Plan	The highest level plan for the East of England. The Council's planning policies must be in accord with it.
Employment Land Review *	A technical study prepared for the Council which looked at the future needs for employment land and where it should be located
Exception Sites	Sites for affordable housing on land where development would not normally be allowed-hence they are "exceptions" to policy.
Greenfield site	Land which has not been developed before, usually but not always, agricultural land.
Growth Locations	Areas where the Council is proposing that new development should be located. They are situated on the edge of the main towns of Braintree and Witham

Issues and Options Report *	The first consultation document produced by the Council at the start of the Core Strategy preparation process in 2007
Key Diagram	A map showing in diagrammatic form the overall planning strategy for the District, including areas for development and protection.
Key Service Villages	The larger villages in the District (over 3000 population) which act as local centres for the smaller villages and rural areas around. There are 6 proposed Key Service Villages in the Braintree District
Lifetime Homes Standard	A set of layout standards applied to housing to enable it to be used by people throughout their lives without having to move. Usually includes features to cater for disabilities
Local Indicator	These are set by local organisations - either at County or District level. They relate more specifically to Essex and the Braintree District and the priorities which are particular to our local areas.
Main Towns	The main urban centres in the District where most development is to be located. The Main Towns in the Braintree District are Braintree, Witham and Halstead
Mixed development	Development that includes more than one use within the development area or can be easily linked to other uses nearby. Can include such uses as housing , employment , services and leisure facilities
National Indicator	These are specified by Central Government and are monitored on a national basis.
Other Villages	The smallest villages in the District that are defined by a village envelope.
Core Planning Policy	A policy that sets out in broad terms the council's strategy on a particular issue, e.g employment.
Planning Policy Statement	Documents produced by the government on a wide range of planning issues which set out how it intends that these should be treated at the national level. The Council's own policies must generally be in line with them.
Proposals Map	The detailed plan on an ordnance survey base used in a Site Allocations document (see below). Must be in accord with the Core Strategy Key Diagram
Rural Areas/Countryside	Those parts of the District that are not defined as being within an urban area, key village or small village. Can include a number of small hamlets.
Sustainability Appraisal and Strategic Environmental Assessment *	Assessments required by European and national law into how the plan will impact on the District's environment in the long term and contribute towards sustainable development.
Settlement Strategy	The order of importance of the towns and villages in the District and how development will be distributed between them.
Strategic Housing Land Availability Assessment	<i>To be added</i>

Site Allocation DPD	A document that sets out in detail (using a Proposals Map –see above) where development will take place and where particular policies will be applied. Mainly used with the Development Policies DPD to assist the Council in deciding planning applications. Must conform to the broad policies set out in the Core Strategy.
Spatial Planning	Spatial Planning- in 2004 the Government introduced a new planning system which set out the concept of ‘spatial planning’. ‘Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development , but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.’ (2004 Planning Policy Statement 3)
Statement of Community Involvement DPD *	A document which sets out how the Council intends to involve the whole community in decisions on both planning policies and planning applications.
Strategic Housing Market Assessment *	A technical study prepared for the Council which assesses the overall state of the housing market and advises on future housing policies .Used to inform the Council’s Core Strategy and Housing Strategy.
Sub-Region	A part of a bigger region of the country which has special characteristics or covered by certain planning policies .E.G. the Haven Gateway
Sustainable Development	Generally defined as: “ development that meets the needs of the present without compromising the ability of future generations to meet their own needs”
Urban Capacity Study *	A technical study prepared for the Council that assesses the potential for building more dwellings in the existing built up parts of the District, usually the main towns and large villages. Used to inform the preparation of the plan.

Appendix 1 List of Braintree Local Plan Review Policies superseded by Core Strategy Policies

Policy CS 1 Housing Provision and Delivery replaces RLP1 Housing Provision

Policy CS2 Affordable Housing replaces RLP5 Affordable Housing in New Developments

Policy CS3 Gypsies and Travellers and Travelling Showpersons-This is a new gypsy policy, as the Braintree District Local Plan Review Policy 23 Provision for Gypsies and Travelling Showpersons had not been saved.

Policy CS5 Rural Economy replaces RLP 39 Expansion of Local Firms and RLP 40 Minor Industrial and Commercial Development in the Countryside

Policy CS6 Town Centre Regeneration and Retailing replaces RLP110 Retail and Town Centre Development- The Sequential Approach and RLP111Retail Development.

Appendix 2 List of Evidence Base Studies to be added

Corporate Implications				
Financial:	Costs of Hearing			
Legal:	LDF Planning Policy Guidance			
Equalities & Diversity:	Covered by Equalities Impact Assessment			
Customer Impact:	Public consultation will be held on draft strategy			
Environment & Climate Change:	As set out in Core Strategy			
Consultation/Community Engagement:	Submission Core Strategy will be published for consultation		Partners	✓
	Public	✓	Staff	
Key Decision:	Yes			
Public/Private Report:	Public			
Officer Contact:	Eleanor Dash			
Designation:	Planning Policy Manager			
Ext No:	2563			
Email:	eleanor.dash@braintree.gov.uk			