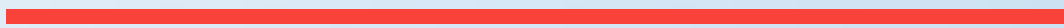


Appendix A

LOCAL POLICY



APPENDIX A- LOCAL POLICY

This appendix provides a more detailed overview of local policies applicable to transport and growth in each district and unitary authority in the Transport East Region.

NORFOLK

BRECKLAND DISTRICT COUNCIL

The current Local Plan will soon be replaced by a new Core Strategy document, and will cover the period of 2011-2036. The pre-submission document for the new emerging Local Plan is analysed below.

DOCUMENT	RELEVANCE
Breckland Local Plan Pre-Submission Publication 2018	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Thetford and Attleborough. The LTP includes a series of development policies including:</p> <ul style="list-style-type: none"> Thetford – 5,000 dwellings (2036) Attleborough – 4,000 dwellings (2036 and beyond) <p><u>The LTP includes a series of Transport Policies including:</u></p> <ul style="list-style-type: none"> Policy TR 01 Sustainable Transport Network – supporting improvements to the road and rail connections both within the District and to the wider area, reducing the need to travel by private car in towns and villages and increasing the proportion of shorter journeys made on foot or cycle; thereby providing a genuine alternative to the car and helping to facilitate a modal shift and commensurate reduction in carbon emissions. Policy TR 02 Transport Requirements - Developments should be of high quality, sustainable in design, construction and layout as well as offering maximum flexibility in the choice of travel modes for all potential users. <p><u>The LTP includes a series of residential policies including:</u></p> <p>Policy HOU 02 Level and Location of Growth</p> <ul style="list-style-type: none"> Attleborough – 2,650 dwellings <p>Dereham – 2036</p> <ul style="list-style-type: none"> Dereham 3: Land off Swanton Road – 210 dwellings Dereham 5: Land to the east of Shipdham Road – 290 dwellings <p>Swaffham - 2036</p> <ul style="list-style-type: none"> Swaffham 3: Land to the east of Brandon Road – 175 dwellings Swaffham 4: Land to the south of Norwich Road – 185 dwellings Swaffham 6: Land to the north of Norwich Road – 165 dwellings <p>Watton - 2036</p> <ul style="list-style-type: none"> Watton 1: Land off Saham Road – 160 dwellings <p><u>The LTP includes a series of economic policies including:</u></p> <ul style="list-style-type: none"> Attleborough 1: Land to the west of London Road – 10ha allocated for employment use Snetterton 1: Land to the north west of the General Employment Area – 14ha of employment use (B1, B2 and B8) Policy EC 02: Snetterton Heath – 20ha allocated for B1 and B2 uses Policy TH30: New Employment Land, Thetford – 22ha allocated for employment use
Thetford Area Action Plan	<p>Relevant to this study the plan identifies that most of the growth will be focused around Thetford. The Thetford Area Action Plan will:</p> <ul style="list-style-type: none"> Provide an urban extension of 5,000 dwellings to the north of the town Allocate 22ha of new employment land Provide for 5,000 net new jobs. <p><u>The DPD included a set of residential policies:</u></p> <p>Policy TH20 Thetford Urban Extension Strategic Design Principles</p> <ul style="list-style-type: none"> The urban extension will be phased over 15 years 28.2ha is reserved for employment land, 120-135ha for residential development, 19ha for playfields and 22.2ha for open space. <p>Policy TH27 A New Railway Station in the Urban Extension</p> <ul style="list-style-type: none"> As part of the Urban Extension, land is required to be set aside for a new railway station between Joe Blunt's Lane and the A11 between the period of 2016-2026. <p><u>The DPD includes a set of Transport Policies including:</u></p> <p>Policy TH4 Achieving Modal Shift</p> <ul style="list-style-type: none"> All new development must contribute towards achieving a modal shift away from single occupancy car journeys to other forms of movement. <p>Policy TH6 Thetford Bus Interchange</p>

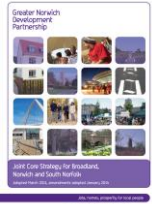

DOCUMENT RELEVANCE

	<ul style="list-style-type: none"> Land is identified between St Nicholas Street, Minstergate and London Road for a new bus interchange. This will include covered waiting areas, public toilets, real-time public transport information and automated ticket vending. <p>Policy TH7 Thetford Railway Station</p> <ul style="list-style-type: none"> Proposals for increased use and improvements will be promoted and supported. <p>Policy TH28 Changes to the A11 Trunk Road</p> <ul style="list-style-type: none"> The Urban Extension is required to make provision for improvements of the A11 junctions
--	--

BROADLAND DISTRICT COUNCIL

The Joint Core Strategy, published in 2014, was prepared by Broadland, Norwich and South Norfolk Councils working together with Norfolk County Council as the Greater Norwich Development Partnership. The long-term vision of the Partnership is to identify broad locations for new housing and employment growth.

DOCUMENT RELEVANCE

 <p>Joint Core Strategy for Broadland, Norwich and South Norfolk (January 2014)</p>	<p>Relevant to this study the plan identifies that most of the growth will be focused around Norwich.</p> <p><u>The LTP includes a series of Transport Policies including:</u></p> <ul style="list-style-type: none"> Policy 9 - Strategy for growth in the Norwich Policy Area: construction of the NDR to provide strategic access; significant improvement to the bus, cycling and walking network (including Bus Rapid Transit); enhancing the Norwich Park and Ride system; new rail halts at Broadland Business Park and Rackheath; junction improvements on the A47 Norwich Southern Bypass; a Long Stratton Bypass; and parking restraint in areas with good public transport accessibility. <p><u>The CS includes a series of residential policies including:</u></p> <p>Policy 9: Strategy for growth in the Norwich Policy Area (NPA)</p> <ul style="list-style-type: none"> Norwich City Council area – 3,000 dwellings Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle – 7,000 dwellings by 2026, and 10,000 eventually Easton / Costessey – 1,000 dwellings Hethersett – 1,000 dwellings Long Stratton – 1,800 dwellings Wymondham – 2,200 dwellings Broadland smaller sites within the NPA – 2,000 dwellings South Norfolk smaller sites in the NPA – 1,800 dwellings Cringleford – 1,200 dwellings <p><u>The CS includes a series of economic policies including:</u></p> <p>City Centre</p> <ul style="list-style-type: none"> At least 100,000m2 of offices <p>Norwich Research Park</p> <ul style="list-style-type: none"> A first phase of around 55ha will provide around 100,000m2 of B1(b) development plus ancillary uses such as restaurants, accommodation, medical, educational, leisure and conference facilities set within landscaped public spaces and recreational areas. <p>Airport Area</p> <ul style="list-style-type: none"> Around 30ha of new business park <p>Rackheath</p> <ul style="list-style-type: none"> Around 25ha of new employment land <p>Broadland Business Park</p> <ul style="list-style-type: none"> Expansion of around 25ha for a range of employment uses to include approximately 50,000m2 of B1 uses <p>Wymondham</p> <ul style="list-style-type: none"> 20ha of employment land for a range of employment uses including new allocations of around 15ha <p>Hethel</p> <ul style="list-style-type: none"> 20ha of development focussed on high-tech engineering
	<p><u>The Development Plan Document (DPD) includes a series of residential policies including:</u></p> <p>Drayton</p> <ul style="list-style-type: none"> DRA 1: Land east of Cator Road and north of Hall Lane – 12.5ha allocated for 200 dwellings, allotments and open space; <p>Hellesdon</p> <ul style="list-style-type: none"> HEL 1: Land at Hospital Grounds – 14.7ha allocated for approximately 300 dwellings and B1 employment uses. HEL 2: Land at the Royal Norwich Golf Club, either side of Drayton High Road – 48.1ha is allocated for 800-1,000 dwellings and open space uses <p>Thorpe St Andrew</p>


DOCUMENT RELEVANCE

<p>Site Allocations DPD (2016)</p>	<ul style="list-style-type: none"> ▪ TSA 2: Land at Pinebanks – 16.1ha is allocated for 231 dwellings and open space <p>Blofield</p> <ul style="list-style-type: none"> ▪ BLO 1: Land to the south of A47 and north of Yarmouth Road – 9.9ha is allocated for 175 dwellings and 4,000m2 floorspace B1 class use <p>Aylsham</p> <ul style="list-style-type: none"> ▪ AYL 1: Land north of B1145 Cawston Road – 17.5ha is allocated for 250 dwellings, a football club, associated community facilities, public open space and allotments ▪ AYL 2: Land north of Burgh Road and west of A140 – 19.9ha allocated for 300 dwellings, land for school expansion, community facilities, public open space and allotments. <p>The DPD includes a series of economic policies including:</p> <p>Taverham</p> <ul style="list-style-type: none"> ▪ TAV 1: Land at Fir Covert Road – 5.6ha is allocated for a supermarket (A1), car parking with a petrol filling station, public house / restaurant (A3 / A4), a commercial unit (A1 / A3 / B1 / D1) <p>Thorpe St Andrew</p> <ul style="list-style-type: none"> ▪ TSA 1: Land at Broadland Business Park – 45.9ha is allocated for employment use (B1, B2 and B8) ▪ TSA 2: Land at Pinebanks – 16.1ha is allocated for 231 dwellings and open space <p>Blofield</p> <ul style="list-style-type: none"> ▪ BLO 1: Land to the south of A47 and north of Yarmouth Road – 9.9ha is allocated for 175 dwellings and 4,000m2 floorspace B1 class use <p>Brundall</p> <ul style="list-style-type: none"> ▪ BRU 1: Land west of Cucumber Lane – 5.8ha is allocated for 150 dwellings and open space <p>Horsham & Newton St Faith</p> <ul style="list-style-type: none"> ▪ HNF 2: Land east of A140 and north of Norwich International Airport – 35ha is allocated for employment uses benefitting from an airport location
------------------------------------	--

GREAT YARMOUTH BOROUGH COUNCIL

The current Local Plan was adopted in 2015 and forecasts the growth of the Borough from 2013 to 2030.

DOCUMENT RELEVANCE

 <p>Great Yarmouth Local Plan: Core Strategy 2013 - 2030 (December 2015)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Great Yarmouth and Gorleston-On-Sea.</p> <p>The LTP includes a series of Transport Policies including:</p> <ul style="list-style-type: none"> ▪ Policy CS1: Focusing on a sustainable future – safe, accessible places that promote healthy lifestyles and provide easy access for everyone to jobs, shops and community facilities by walking, cycling and public transport; ▪ Policy CS7: Strengthening our centres – improving access to the centre by sustainable modes of transport and encouraging multi-purpose trips; ▪ Policy CS8: Promoting tourism, leisure and culture – work with partners to improve accessibility with public transport links to make it as easy as possible for visitors to travel to and around the borough; ▪ Policy CS9: Encouraging well-designed, distinctive places – provide safe access and convenient routes for pedestrians, cyclists, public transport users and disabled people, maintaining high levels of permeability and legibility; and ▪ Policy CS16: Improving accessibility and transport: <ul style="list-style-type: none"> • Mitigate congestion at pinch-points; • Support any future proposals to dual the A47; • Supporting the development of a new link road to the south of Bradwell via the A12 through Beacon Park to the A143 Beccles Road; • Support proposals for the third river crossing over the River yare; • Work with partners to reduce car dependency; and • Upgrading Great Yarmouth Railway and Bus Stations. <p>The CS includes a series of residential policies including:</p> <p>Policy CS17: Regenerating Great Yarmouth’s Waterfront</p> <ul style="list-style-type: none"> ▪ 1,000 new dwellings of a mix of types (of which at least 300 are anticipated to be delivered within the plan period) <p>Policy CS18: Extending the Beacon Park development at land south of Bradwell</p> <ul style="list-style-type: none"> ▪ Provide for approximately 1,000 homes <p>The CS includes a series of economic policies including:</p> <p>Policy CS6 – Supporting the local economy</p> <ul style="list-style-type: none"> ▪ 10-15ha of new employment land at Beacon Park Extension ▪ 22ha of land reclamation to the north of the Outer Harbour <p>Policy CS7: Strengthening our centres</p> <ul style="list-style-type: none"> ▪ Seek to allocate between 2,152sqm (net) and 4,305sqm (net) of new food shopping floorspace, and up to 8,865sqm of new non-food shopping floorspace up to 2031 <p>Policy CS17: Regenerating Great Yarmouth’s Waterfront</p>
---	--


DOCUMENT RELEVANCE


	<ul style="list-style-type: none"> Identify appropriate development sites for approximately 6,500m² of employment floorspace (of which at least 7,700m² is anticipated to be delivered within the plan period) and 14,200m² of retail and leisure floorspace, promoting the mixed-use regeneration of disused and other under-used sites (of which at least 5,050m² is anticipated to be delivered within the plan period) <p>Policy CS18: Extending the Beacon Park development at land south of Bradwell</p> <ul style="list-style-type: none"> Provide for approximately 10-15 hectares of new employment land to the south of the new A12/A143 link road and west of the existing Beacon Business Park
--	---

KING'S LYNN AND WEST NORFOLK BOROUGH COUNCIL

The current Local Plan was adopted in 2011 and forecasts the growth of the Borough to 2026.

DOCUMENT RELEVANCE

 <p>King's Lynn & West Norfolk Borough Council Local Development Framework - Core Strategy (July 2011)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around King's Lynn.</p> <p>The LTP includes a series of Transport Policies including:</p> <p>Policy CS04 Downham Market</p> <ul style="list-style-type: none"> Improvement of pedestrian and cycling links Improvements to the King's Lynn / Cambridge / London rail link and the A140 <p>Policy CS11 Transport</p> <ul style="list-style-type: none"> Improving the strategic networks serving passenger and freight movements Improve the reliability and safety within the A10, A17, A134 and A47 (T) / A148 / 9 corridors Bypasses for Middleton, East Winch and West Winch Improvements to rail infrastructure facilities and services on the King's Lynn to Cambridge / King's Cross rail line Improve the quality of the bus network Extend the choice of transport available for communities <p>The CS includes a series of residential policies including:</p> <p>Policy CS03 Kings Lynn area</p> <ul style="list-style-type: none"> Provide for at least 7,510 new dwelling in and around King's Lynn including West Lynn, South Wootton, North Wootton and West Winch. <p>Policy CS04 Downham Market</p> <ul style="list-style-type: none"> At least 2,710 new homes including at least 390 on greenfield sites <p>Policy CS05 Hunstanton</p> <ul style="list-style-type: none"> Allocating at least 220 new dwellings to the east and / or west of the town <p>Policy CS06 Development in Rural Areas</p> <ul style="list-style-type: none"> Provision will be made for at least 2,880 dwellings <p>Policy CS09 Housing Distribution</p> <p>Wisbech</p> <ul style="list-style-type: none"> At least 550 new dwellings <p>Rural Villages</p> <ul style="list-style-type: none"> 1,280 new dwellings <p>The CS includes a series of economic policies including:</p> <p>Policy CS03 Kings Lynn are</p> <ul style="list-style-type: none"> At least 3,000 new jobs in existing and new employment areas to the east and south of the town at Hardwich Estate Extension, Saddlebow Road Provide at least 20,000m² of retail floor space as an extension to the existing town centre wets of Railway Road <p>Policy CS04 Downham Market</p> <ul style="list-style-type: none"> At least 15ha in existing employment areas
---	---

 <p>Site Allocations Development Management Policies Plan (September 2016)</p>	<p>The DMP includes a series of residential policies including:</p> <p>King's Lynn</p> <ul style="list-style-type: none"> Policy E1.5 King's Lynn, Boal Quay – 4.1ha is allocated for residential development for some 300 dwellings Policy E1.6 King's Lynn, South of Parkway – 8.8ha is allocated for residential development of some 260 dwellings Policy E1.7 King's Lynn, Land at Lynnsport – 9.1ha is allocated for residential development of at least 297 dwellings <p>West Winch</p> <ul style="list-style-type: none"> Policy E2.1 West Winch Growth Area Strategic Policy – 1,600 new dwellings and 1ha of employment land <p>South Wootton</p> <ul style="list-style-type: none"> Policy E3.1 Hall Lane – 40ha of land is allocated for approximately 300 dwellings and associated facilities <p>Knights Hill</p> <ul style="list-style-type: none"> Policy E4.1 Knights Hill – 36.9ha of land is allocated for at least 600 dwellings <p>Downham Market</p> <ul style="list-style-type: none"> Policy F1.3 Downham Market North-East Land east of Lynn Road – 16.2ha is allocated for at least 250 dwellings
---	---


DOCUMENT RELEVANCE

	<p>Hunstanton</p> <ul style="list-style-type: none"> Policy F2.4 Land north of Hunstanton Road – 12.6ha is allocated for 163 dwellings on 6.2ha of the site and open space on 6.4ha <p>Wisbech</p> <ul style="list-style-type: none"> Policy F3.1 Wisbech Fringe – Land east of Wisbech (west of Burrowgate Road) – approximately 25.3ha is allocated for 550 dwellings
--	---

NORTH NORFOLK DISTRICT COUNCIL

A new update that will supersede the current Local Plan, is now undergoing public consultation.

DOCUMENT RELEVANCE

 <p>North Norfolk Local Development Framework Core Strategy (incorporating development control policies) (September 2008)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Cromer, Fakenham, Holt, North Walsham, Sheringham, Stalham, Wells-next-the-Sea and Hoveton.</p> <p><u>The LTP includes a series of Transport Policies including:</u></p> <ul style="list-style-type: none"> Policy SS 6 Access and Infrastructure – minimise the use of non-car modes, within the context of a rural area where, for many trips, there are limited alternatives to the car. Policy CT 5 – the Transport Impact of New Development – proposals include safe and convenient access on foot, cycle, public and private transport addressing the needs of all. Including those with a disability Policy CT 7 Safeguarding Land for Sustainable Transport Uses – former railway trackbeds, and other railway land will be protected from development that would be prejudicial to the re-use for railway, or sustainable transport links <p><u>The CS includes a series of residential policies including:</u></p> <p>Policy SS3 Housing 2001-2021</p> <ul style="list-style-type: none"> Cromer – 1,133 dwellings Fakenham 1,430 dwellings Holt – 700 dwellings North Walsham – 1,170 dwellings Hoveton – 212 dwellings Sheringham – 696 dwellings Stalham – 417 dwellings Wells-next-the-Sea – 306 dwellings 16 Service Villages – 1,695 dwellings Non-Service Villages – 725 dwellings Barn conversions and rural housing exception schemes – 1,004 dwellings <p><u>The CS includes a series of economic policies including:</u></p> <p>Policy SS5 Economy</p> <ul style="list-style-type: none"> At least 4,000 additional jobs will be provided between 2001 and 2021 North Walsham – 65ha of employment allocation (Policy SS10) Hoveton – 10ha of employment allocation (Policy SS11) Catfield – 12ha of employment allocation Cromer – 20ha of employment allocation (Policy SS7) Holt – 16ha of employment allocation (Policy SS9) Melton Constable – 8.5ha of employment allocation Sheringham – 6ha of employment allocation (Policy SS12) Fakenham – 59ha of employment allocation (Policy SS8)
--	--

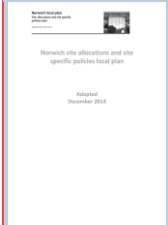
NORWICH CITY COUNCIL

Please also see the ‘Joint Core Strategy for Broadland, Norwich and South Norfolk’ which includes the strategies for all councils – this has been summarised above.

DOCUMENT RELEVANCE

 <p>Norwich Development Management</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Norwich.</p> <p><u>The LDMP includes a series of Transport Policies including:</u></p> <p>Objective 7 To enhance transport provision to meet the needs of existing and future populations, while reducing travel need and impact</p> <ul style="list-style-type: none"> Improvement of pedestrian and cycling links Improvements to the King’s Lynn / Cambridge / London rail link and the A140 <p>Policy DM18</p> <ul style="list-style-type: none"> There will no future retail development at the Riverside Large District Centre unless it provides sustainable transport improvements to significantly enhance accessibility by public transport and pedestrian and cycle linkages
---	---

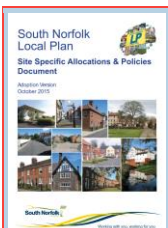
DOCUMENT RELEVANCE

<p>Policies Local Plan (December 2014)</p>	<p>Policy DM28 Encouraging Sustainable Travel</p> <ul style="list-style-type: none"> ▪ Cycle and pedestrian links and public transport should be incorporated to maximise the opportunity for sustainable transport.
 <p>Norwich Site Allocations and Site-Specific Policies Local Plan (December 2014)</p>	<p>The document includes a series of residential policies including:</p> <p>City Centre</p> <ul style="list-style-type: none"> ▪ Policy CC4: Land at Rose Lane / Mountergate – mixed use development – 4.08ha allocated for mainly an office-led development and residential uses of 300 dwellings ▪ Policy CC6: St Anne’s Wharf and adjoining land – 2.07ha is allocated for a comprehensive mixed-use development with approximately 200 dwellings ▪ Policy CC15: Royal Mail Centre site, 13-17 Thorpe Road - 1.52ha is allocated for 150 dwellings and offices ▪ Policy CC16: Land adjoin Norwich City Football Club – 400 dwellings ▪ Policy CC17a: Barrack Street – mixed-use development – offices and 200 dwellings ▪ Policy CC27: St Stephens Street – to provide a minimum of 250 dwellings and include a new pedestrian link to the bus station <p>Outside the City Centre</p> <ul style="list-style-type: none"> ▪ Policy R9: The Deal Ground – allocated for a maximum 670 dwellings ▪ Policy R31: Heigham Water Treatment Works, Waterworks Road – 150 dwellings are allocated on the site ▪ Policy R38: Three Score, Bowthorpe – urban extension – 32.2ha is allocated for a development as part of a sustainable urban extension providing in the region of 1,200 dwellings <p>The document includes a series of economic policies including:</p> <p>Outside the City Centre</p> <ul style="list-style-type: none"> ▪ Policy R10: Utilities Site – 6.9ha is allocated for a major mixed-use development for regeneration purposes ▪ Policy R39: Earlham Hall – provide high quality, environmentally sensitive new buildings (approximately 7,000sqm) in the former nursery garden and redundant glasshouse

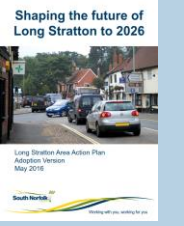
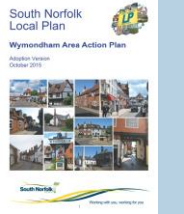
SOUTH NORFOLK DISTRICT COUNCIL

Please also see the ‘Joint Core Strategy for Broadland, Norwich and South Norfolk’ which includes the strategies for all councils – this has been analysed in above.

DOCUMENT RELEVANCE

 <p>South Norfolk Local Plan Site Specific Allocations and Policies Document (October 2015)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Diss, Harleston and Wymondham.</p> <p><u>The LDMP includes a series of Transport Policies including:</u></p> <p>Policy TROW 2: Land north of A146 and east of A47</p> <ul style="list-style-type: none"> ▪ 3.2ha is allocated for a Park and Ride Site in Trowse <p>The document includes a series of residential policies including:</p> <p>Easton</p> <ul style="list-style-type: none"> ▪ Policy EAS1: Land south and east of Easton – 52.6ha is allocated for 900 dwellings and a new village centre <p>Costessey</p> <ul style="list-style-type: none"> ▪ Policy COS 1: Land west of Lodge Farm, Dereham Road - 29.6ha is allocated for 500 dwellings <p>Hethersett</p> <ul style="list-style-type: none"> ▪ Policy HET 1: Land north of Hethersett – 68ha is allocated for mixed-use to include 1,080 dwellings, community uses and open space. <p>Trowse</p> <ul style="list-style-type: none"> ▪ Over 9ha is allocated for 150-160 dwellings and a new primary school <p>Poringland / Framlingham Earl</p> <ul style="list-style-type: none"> ▪ Policy POR 1: Land at Heath Farm – 15.3ha is allocated for 250 dwellings ▪ Policy POR 4: Land south of Stoke Road, west of The Street and north of Heath Loke – 11.2ha is allocated for 252 dwellings ▪ Policy POR 6: Land north of Shotesham Road and east of Carr Lane – 9.3ha is allocated for approximately 300 dwellings <p>Loddon</p> <ul style="list-style-type: none"> ▪ 11.6ha is allocated for approximately 200 dwellings and 1.5 ha of amenity space. <p>Mulbarton</p> <ul style="list-style-type: none"> ▪ Policy MUL 1: Land off Long Lane / The Rosery – 13.4ha is allocated for 180 dwellings <p>The document includes a series of economic policies including:</p> <p>Costessey</p> <ul style="list-style-type: none"> ▪ Policy COS 3: Longwater Employment Area – 13.3ha is allocated for B1, B2 and B8 employment uses <p>Hethel</p> <ul style="list-style-type: none"> ▪ Policy Hethel 2: Land south and south west of Lotus Cars - 20ha is allocated for uses associated with, or ancillary to, advanced engineering and technology based businesses
---	--

DOCUMENT RELEVANCE

	<p>Colney</p> <ul style="list-style-type: none"> Policy COL 1: Land adjacent to Norwich Research Park (NRP) – 39.4ha are allocated for B1(b) Science Park development, hospital expansion and other proposals similar to these main uses.
 <p>Shaping the future of Long Stratton to 2026</p> <p>Long Stratton Area Action Plan to 2026 (May 2016)</p>	<p><u>The AAP includes a series of Transport Policies including:</u></p> <p>Policy LNGS0 Accessibility</p> <ul style="list-style-type: none"> Improved accessibility will be achieved through removal of traffic, including improvement to the provision of buses bus priority measures on the A140. <p><u>The document includes a series of residential policies including:</u></p> <p>Long Stratton</p> <ul style="list-style-type: none"> Policy LNGS1 Land east, south-east and north-west of Long Stratton – 140.1ha of land is allocated for housing, employment, a bypass and associated infrastructure. This will allow for more than 1,800 dwellings and 9.5ha of local employment opportunities <p>Outside the City Centre</p> <ul style="list-style-type: none"> Policy R9: The Deal Ground – allocated for a maximum 670 dwellings Policy R10: Utilities Site – 6.9ha is allocated for a major mixed-use development for regeneration purposes Policy R38: Three Score, Bowthorpe – urban extension – 32.2ha is allocated for a development as part of a sustainable urban extension providing in the region of 1,200 dwellings
 <p>South Norfolk Local Plan Wymondham Area Action Plan (October 2015)</p>	<p><u>The AAP includes a series of Transport Policies including:</u></p> <p>Policy WYM 19</p> <ul style="list-style-type: none"> Provision of a new railway station for the Mid Norfolk Railway <p>The document includes a series of residential policies including:</p> <p>Wymondham</p> <ul style="list-style-type: none"> Policy WYM 3 Land at South Wymondham – 67ha allocated for housing and open space, to accommodate approximately 1,230 dwellings <p><u>The document includes a series of economic policies including:</u></p> <ul style="list-style-type: none"> Policy WYM 5 Land at Browick Road – 22ha is allocated to support employment opportunities within use classes B1, B2 and B8. Policy WYM6: Land adjacent to Chestnut Drive Business Park, London Road – 5ha is allocated to support economic growth within use classes B1, B2 and B8.

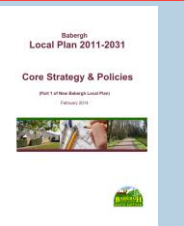
SUFFOLK

On the 1 April 2019 Suffolk Coastal and Waveney District Councils became East Suffolk Council and Forest Heath District Council and St Edmundsbury Borough Council became West Suffolk District Council. The Local Plans are reported for the previous planning districts, prior to the 1 April 2019.

BABERGH DISTRICT COUNCIL

The 2006 Local Plan will soon be superseded by a new joint Local Plan document for Babergh and Mid Suffolk District. The Core Strategy (2014) currently contains the strategic objectives and policies and replaces many of the policies in the 2006 Local Plan.

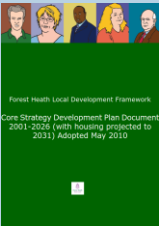
DOCUMENT RELEVANCE

 <p>Babergh Local Plan 2011-2031 Core Strategy and Policies</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Ipswich fringe, Hadleigh and Sudbury. The Core Strategy highlights the need for 2,500 additional homes during the plan period, at approximately 300 per year.</p> <p><u>The AAP includes a series of Transport Policies including:</u></p> <p>Policy CS4: Chilton Woods –</p> <ul style="list-style-type: none"> improve traffic movement around the gyratory in particular A134 / B1508 / King Street and a new distributor road linked to the A134. <p><u>The document includes a series of residential policies including:</u></p> <p>Sudbury / Great Cornard</p> <ul style="list-style-type: none"> Policy CS4: Chiltern Woods Strategic Lane Allocation – A comprehensive, mixed land use is allocated on 131ha of land in the Chiltern and Woodhall area that will comprise of 20ha of new employment land, a new distributor road linked to the A134, provision for approximately 1,050 new homes etc. Policy CS5: Provision will be made for land to be development for employment uses and approximately 500 new homes.
--	--

DOCUMENT	RELEVANCE
	<p>Hadleigh</p> <ul style="list-style-type: none"> Policy CS6: Land is allocated to the immediate east of Hadleigh for a mixed-use development comprising of approximately 5.5ha of employment land and 250 dwellings. <p>Babergh Ipswich Fringe</p> <ul style="list-style-type: none"> Policy CS7: Approximately 26ha is allocated for a mixed-use development, of which, 6ha of land will be used to create a high quality 'gateway' business / employment area and a new community of approximately 350 homes. The document includes a series of economic policies including: <p>Sproughton</p> <ul style="list-style-type: none"> Policy CS8: 35.5ha of the former 'British Sugar' site is allocated for redevelopment or re-use <p>Wherstead</p> <ul style="list-style-type: none"> Policy CS9: The existing Wherstead Office Park (7.1ha) is allocated for employment uses <p>Brantham</p> <ul style="list-style-type: none"> Policy CS10: Land to the Brantham Industrial Areas is allocated for regeneration, for 25ha of land north of the railway line for employment uses.
<p>Babergh Local Plan 2006-2016</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Hadley, Sudbury and Ipswich fringe. The Local Plan covers the period from 2006-2016 and sets a housing growth target of 6,900 new dwellings by 2016.</p> <p><u>The LDMP includes a series of Transport Policies including:</u></p> <p>Policy TP01</p> <ul style="list-style-type: none"> Priority will be given to the needs of pedestrians in relation to all development, seeking the provision of direct, convenient and safe routes to provide maximum accessibility. <p>Policy TP02</p> <ul style="list-style-type: none"> Where development affects a public right of way, it must be accommodated in the development in a way that will maintain its visual character and encourage and sustain its use. <p>Policy TP03</p> <ul style="list-style-type: none"> The provision of cycle routes and other cycling facilities in new developments will be required for any development where key cycle links can be created. <p>Policy TP04</p> <ul style="list-style-type: none"> Contributions will be sought towards the implementations of cycling routes between the proposed developments of Chilton Mixed-Use Development with Sudbury Town Centre and Acton, Great Cornard with Sudbury town centre, Churchfield Road to Newton Road, Newton Road to Poplar Road and Middleton Road through Kone Valley to Valley Walk. <p>Policy TP05</p> <ul style="list-style-type: none"> Contributions will be sought towards the implementation of a cycle / footpath running alongside the perimeter of the former sugar beet factory at Sproughton. <p>Policy TP06</p> <ul style="list-style-type: none"> Development contributions will be sought to provide an additional halt and station car park at Great Cornard, adjacent to the eastern boundary of the Baker's Mill site, Bures Road. <p>Policy TP07</p> <ul style="list-style-type: none"> Expansion of the Copdock Park and Ride facility to provide extra capacity for cars. <p>Policy TP08</p> <ul style="list-style-type: none"> 4ha of land north of the A14 at Wherstead are proposed for a park and ride facility <p>Policy TP10</p> <ul style="list-style-type: none"> The alignment of the route of the Sudbury Western Bypass <p><u>The document includes a series of residential policies including:</u></p> <p>Hadleigh</p> <ul style="list-style-type: none"> Policy EM03: Land to the south-east of Lady Lane (and south of the A1071) is located for a mixed-use development, housing and open space. A minimum of 5.0ha is allocated for general employment use, 3.5ha allocated for open space, with housing on the remainder of the site. Policy HS17: Approximately 4.4ha of land east of Carsons Drive, Great Cornard to be allocated for 170 dwellings Policy HS18: Approximately 7.2ha of land at an adjoining the rugby ground, Bures Road, are proposed for 270 dwellings <p><u>The document includes a series of economic policies including:</u></p> <p>Wherstead</p> <ul style="list-style-type: none"> Policy EM05: 3.3ha of B1 business development to the west of the existing office park <p>Ipswich</p> <ul style="list-style-type: none"> Policy EM17: 8.9ha of land bounded by Sprites Lane, London Road (A1214) and Scrivener Drive is allocated for prestigious business / high technology development within Use Class B1.

FOREST HEATH DISTRICT COUNCIL (NOW WEST SUFFOLK COUNCIL)

In 2019, Forest Heath District and St Edmundsbury Borough Councils merged to form West Suffolk Council. A new joint Local Plan is currently being created and is scheduled for mid-2023, until then, the previous Local Plans will continue to apply.

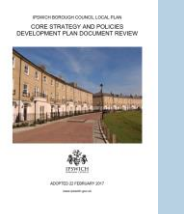
DOCUMENT	RELEVANCE
Forest Heath Single Issue Review of Core Strategy Policy CS7 (2017)	Forest Heath's core strategy was amended in 2017 and included a re-assessment of the overall housing need. The revised need was for 6,800 dwellings during the period of 2011-2031.
 Forest Heath Local Development Framework Core Strategy 2001 – 2026 (with housing projected to 2031) (May 2010)	Relevant to this study the plan identifies that most of the growth in the district will be focused around Newmarket, Brandon, Mildenhall, Lakenheath and Red Lodge. The Local Plan covers the period from 2001-2026 (and 2031 for housing) and sets a housing growth target of 10,100 new dwellings by 2031. <u>The LDMP includes a series of Transport Policies including:</u> Policy CS12 – to support the delivery of: <ul style="list-style-type: none"> ■ Schemes to relieve the adverse impacts of traffic in Brandon, Mildenhall and Newmarket ■ Dualling of the A11 between Thetford and Barton Mills and improvements on the Fiveways roundabout ■ Rail infrastructure improvements ■ National cycle network (Route 51 through the district) ■ Improvements to the A14 / A142 junction in Newmarket ■ Improvements to the rights of way within the district <u>The document includes a series of residential policies including:</u> Policy CS 7 Overall Housing Provision <ul style="list-style-type: none"> ■ Provision is made for a minimum of 6,400 dwellings and associated infrastructure over the plan period of 2001-2026 and an additional 3,700 dwellings for the period 2021-2031. The following numbers of dwellings are anticipated by 2031: ■ Newmarket – 1, 440 new dwellings ■ Mildenhall – 1,330 new dwellings ■ Brandon – 760 – 1260 dwellings (depending on the creation of a relief road) ■ Lakenheath – 670 dwellings ■ Red Lodge – 1,200 dwellings ■ West Row, Kentford, Beck Row and Exning – 700 dwellings ■ Broader locations, including North East Newmarket are to accommodate strategic growth in the form of a Greenfield urban extension to house 1,200 dwellings. <u>The document includes a series of economic policies including:</u> Policy CS 11 <ul style="list-style-type: none"> ■ Newmarket – new retail development should be around 15,000sqm between 2006 and 2021 ■ Brandon – 600sqm for retail provision ■ Mildenhall 1,600sqm retail provision

IPSWICH BOROUGH COUNCIL

Ipswich Borough Council adopted its Local Plan in February 2017. The adopted Local Plan is currently being reviewed and updated to look ahead to 2036.

DOCUMENT	RELEVANCE
	The Local Plan covers the period from 2011-2031 and sets a housing growth target of 9,777 new dwellings by 2031. <u>The LDMP includes a series of Transport Policies including:</u> Policy CS 20 Key Transport Proposals <ul style="list-style-type: none"> ■ The Council supports measures to improve sustainable transport options, including the Travel Ipswich scheme,

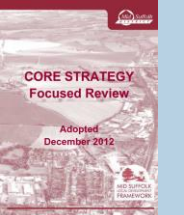
DOCUMENT RELEVANCE

 <p>Ipswich Borough Council Local Plan Core Strategy and Policies Development Plan Document Review (February 2017)</p>	<p>which aims to reduce car dependency by 15%.</p> <ul style="list-style-type: none"> ▪ The completion of the upgrading of the Felixstowe to Nuneaton rail line ▪ Closure of the Waterfront Northern Quays route to general traffic in the short term, maintaining access only for pick up / drop off and the shuttle bus ▪ Further measures to facilitate cycling and walking in the Borough <p>The document includes a series of residential polices including:</p> <p>Policy CS 10: Ipswich Garden Suburb</p> <ul style="list-style-type: none"> ▪ 195ha of land at the northern fringe of Ipswich will be developed as a garden suburb of three neighbourhoods – Henley Gate, Fonnereau and Red House neighbourhoods. ▪ There will be approximately 3,500 new dwellings ▪ 3.5ha for a District Centre in Fonnereau Neighbourhood with a maximum 2,000sqm net allocation for a supermarket between 1,000 and 1,700sqm; 1,220sqm of comparison shopping; and up to 1,320sqm of services including non-retail use Class A1 to A5. ▪ 1.5ha for a Local Centre in the Henley Gate and Red House Neighbourhoods, with up to 500sqm of convenience retail floorspace, 600sqm of comparison retail and 500sqm of service uses including on-retail use Class A1 to A5. <p>The document includes a series of economic policies including:</p> <p>Policy CS 13 Planning for Jobs Growth</p> <ul style="list-style-type: none"> ▪ The Council will promote sustainable economic growth to encourage the provision of approximately 12,500 jobs in the Borough between 2011 and 2031 ▪ Allocate at least 35ha of land for employment development, in use Classes B1, B2 and B8
---	--

MID SUFFOLK DISTRICT COUNCIL

The Core Strategy document will soon be replaced by a new Joint Local Plan document for Babergh and Mid Suffolk District, until then, the current Core Strategy will continue to apply.

DOCUMENT RELEVANCE

 <p>Mid Suffolk Core Strategy Focused Review (December 2012)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Stowmarket, Needham Market, Eye and Ipswich.</p> <p>The original Local Plan Core Strategy below covers the period from 2008-2025 and sets a housing growth target of 2,132 dwellings by 2025. A Focused Review of the Core Strategy was undertaken in 2012, using detailed research and analysis and so has replaced a number of policies; the updated policies are explained below.</p> <p>The Focused Review has allocated at least 2,625 homes and associated infrastructure on greenfield sites from 2012 – which is an additional 485 dwellings.</p> <p>The document includes a series of residential polices including:</p> <p>Replacement of Policy CS 8 with Policy FC 2 Provision and Distribution of Housing</p> <ul style="list-style-type: none"> ▪ Stowmarket – 1,925 dwellings ▪ Needham Market – 470 dwellings ▪ Eye – 230 dwellings ▪ Ipswich Policy Area (outside the Ipswich Borough boundary) – 170 dwellings ▪ Key Service centres – 750 dwellings ▪ Primary Villages – 300 dwellings <p>The document includes a series of economic policies including:</p> <p>Replacement of Policy CS 11 with Policy FC 3 Supply of Employment Land</p> <ul style="list-style-type: none"> ▪ Onion Business Park, Ipswich Policy Area – 2.57ha for B1, B2 and B8 use ▪ Cedars Park, Stowmarket – 10.0ha for B1, B2 and B8 use ▪ Mill Lane Phase 1, Stowmarket – 29ha for B1, B2 and B8 use ▪ Mill Lane Phase 2, Stowmarket – 10.5ha for B1, B2 and B8 use ▪ Mendlesham Airfield A – 5.5ha for B1, B2 and B8 use <p>Policy CS 12 Retail Provision</p> <ul style="list-style-type: none"> ▪ Stowmarket – A1, A3 and A1-A5 use to increase retail floor space by 6,100sqm to 2021
	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Stowmarket, Needham Market, Eye and Ipswich.</p> <p>The Local Plan covers the period from 2008-2025 and sets a housing growth target of 2,132 dwellings on greenfield sites by 2025.</p> <p>The LDMP includes a series of Transport Policies including:</p> <p>Policy CS 6 Service and Infrastructure</p> <ul style="list-style-type: none"> ▪ Local priorities for which infrastructure contributions may be sought include improvements in public transport,

DOCUMENT RELEVANCE

Mid Suffolk Core Strategy Development Plan Document 2025 (September 2008)

improvements to pedestrian and cycle routes, public realm improvements etc.

- The Council will help to reduce the need to travel, reduce journey distance and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.

The document includes a series of residential polices including:

Policy CS 8 Provision and Distribution of Housing by 2025

- Stowmarket – 1,440 dwellings
- Needham Market – 510 dwellings
- Eye – 280 dwellings
- Ipswich Policy Area (outside the Ipswich Borough boundary) – 800 dwellings
- Key Service centres – 500
- Primary Villages – 300 dwellings

The document includes a series of economic policies including:

Policy CS 11 Supply of Employment Land

- Cedars Park, Stowmarket – 10.0ha for B1, B2 and B8 use
- Mendlesham Airfield A – 5.5ha for B1, B2 and B8 use
- Mendelsham Airfield B – 8ha for B8 use

Policy CS 12 Retail Provision

- Stowmarket – A1, A3 and A1-A5 use to increase retail floor space by 6,100sqm to 2021

ST EDMUNDSBURY (NOW WEST SUFFOLK COUNCIL)

In 2019, Forest Heath District and St Edmundsbury Borough Councils merged to form West Suffolk Council. A new joint Local Plan is currently being created and is scheduled for mid-2023, until then, the previous Local Plans will continue to apply.

DOCUMENT RELEVANCE

St Edmundsbury Core Strategy (December 2010)

Relevant to this study the plan identifies that most of the growth in the district will be focused around Bury St Edmunds and Haverhill. The Local Plan covers the period from 2010-2031 and sets a housing growth target of 15,400 new dwellings between 2001 and 2031.

The Core Strategy includes a series of Transport Policies including:

Policy CS 7 Sustainable Transport

- Develop and promote a high quality and sustainable transport system across the borough and reduce the need for travel
- All proposals for development will be required to provide for travel by a range of means of transport other than by private car, including: walking; and cycling
- New commercial development, including leisure users and visitor attractions, which generate significant demands for travel, should be located in areas well served by a variety of transport modes.

Policy CS8 Strategic Transport Improvements

- Junctions 43 and 44 of the A14 adjacent to Bury St Edmunds
- Transport safety on the A1307 between Haverhill and the A11
- Relieve the adverse impacts of traffic in Bury St Edmunds, Haverhill and those villages with identified transport issues
- Rail infrastructure in the borough
- The public transport network in the towns and rural areas
- The Rougham Road / Sicklesmere Road through the delivery of a A134 relief road as part of the strategic growth to the south-east of Bury St Edmunds

Policy CS11 Bury St Edmunds Strategic Growth

- Traffic relief for Fornham All Saints in the form of a relief road between the A1101 south-east of the village and the B1106 to the south
- Completion of the eastern Relief Road to junction 45 of the A14 Rookery Crossroads, as part of the existing Moreton Hall urban extension
- Facilitate the provision of an A143 Great Barton bypass

Policy CS12 Haverhill Strategic Growth




- Provide improved public transport, foot and cycle links to the town centre and deliver around 2,500 new homes, as well as, B1 use class local employment.

The document includes a series of residential polices including:

Policy CS 1 St Edmundsbury Spatial Strategy 2001-2031

- Bury St Edmunds – 8,118 dwellings
- Haverhill – 5,301 dwellings
- Key Service Centres, Local Service Centres and other villages – 2,212 dwellings

DOCUMENT RELEVANCE


	<p>The document includes a series of economic policies including:</p> <p>Policy CS9 Employment and the Local Economy</p> <ul style="list-style-type: none"> Provision will be made for development that will aim to deliver at least 13,000 additional jobs by 2026. Employment land east of Suffolk Business Park (68.28ha) and Hanchett End at Haverhill (12ha) is allocated to enable the delivery of additional jobs in sustainable locations. <p>Policy CS 10 Retail, Leisure, Cultural and office Provision</p> <ul style="list-style-type: none"> Bury St Edmunds Town Centre – 3,900sqm convenience and 22,100sqm comparison goods Bury St Edmunds Non-Central – 950sqm convenience and 17,550sqm comparison goods Haverhill Town Centre – 2,650sqm convenience and 5,050 comparison goods Haverhill Non-Central – 400sqm convenience and 1,550 comparison goods
 <p>Bury St Edmunds Vision 2031 (September 2014)</p>	<p>The document includes a series of residential policies including:</p> <p>Policy BV3 North-west Bury St Edmunds</p> <ul style="list-style-type: none"> 76.5ha of land is allocated for development as part of the Bury St Edmunds strategic growth area, which will support a variety of uses including amenity / recreational open space, as part of CS11 of the Core Strategy <p>Policy BV4 Moreton Hall</p> <ul style="list-style-type: none"> 34.1ha identified in accordance with CS11 <p>Policy BV5 West Bury St Edmunds</p> <ul style="list-style-type: none"> 54.2ha of land is allocated as part of CS11 and includes a site for the provision of a sub-regional health campus <p>Policy BV6 North-east Bury St Edmunds</p> <ul style="list-style-type: none"> 89.5ha of land north-east of Bury St Edmunds is additional for the provision of CS11 <p>Policy BV7 South-east Bury St Edmunds</p> <ul style="list-style-type: none"> 74.9ha is allocated for development as provision for CS11 <p>Policy BV8 Station Hill Development Area</p> <ul style="list-style-type: none"> 300 dwellings, offices and other B1 employment and leisure uses are allocated for this site <p>The document includes a series of economic policies including:</p> <p>Policy BV9 Tayfen Road</p> <ul style="list-style-type: none"> Retail warehousing floorspace, 1,500sqm food store, leisure uses and 100 dwellings <p>Policy BV 13 Extension to the Suffolk Business Park, Moreton Hall</p> <ul style="list-style-type: none"> 68.28ha is allocated for employment uses B1 and B8 use classes/ Prior to any development, a relief road linking Bedingfield Way with the A14 Rookery Crossroads must be completed. <p>Policy BV15 Alternative business development within general employment areas</p> <ul style="list-style-type: none"> Redevelopment or re-use of sites and buildings for alternative commercial business at Barton Road, Blenheim Park, British Sugar (Hollow Road), Eastern Way, Mildenhall Road, Northern Way and Western Way will be considered.
 <p>Haverhill Vision 2031 (September 2014)</p>	<p>The document includes a series of residential policies including:</p> <p>Policy HV3 North-west Haverhill</p> <ul style="list-style-type: none"> 42ha of land is allocated for development to meet the provisions of Policy CS12 of the Core Strategy <p>Policy H44 North-east Haverhill</p> <ul style="list-style-type: none"> 138ha of land north-east Haverhill is allocated to provide for the provisions of CS12 <p>The document includes a series of economic policies including:</p> <p>Policy HV10 Hanchett End</p> <ul style="list-style-type: none"> 12ha is allocated for use class B1 as a strategic employment site. This will comprise of light industrial, research and office use and units for small firms involved in high technology
 <p>Rural Vision 2031 (September 2014)</p>	<p>The document includes a series of economic policies including:</p> <p>Policy RV6 Park Farm, Ingham</p> <ul style="list-style-type: none"> 86ha is allocated for leisure, recreation and tourism



SUFFOLK COASTAL (NOW EAST SUFFOLK COUNCIL)

In 2019, Suffolk Coastal District and Waveney District Councils merged to form East Suffolk Council. A new joint Local Plan is currently being created and is scheduled for end-2019, which will cover the period of 2018-2036, until then, the previous Local Plans will continue to apply.

DOCUMENT RELEVANCE

 <p>Suffolk Coastal Local Plan 2019</p>	<p>The Suffolk Coastal Local Plan was submitted in 2019 to cover the period of 2018 – 2036. Relevant to this study, the plan identifies growth to be focused around Felixstowe.</p> <p><u>The Local Plan includes a series of transport policies including:</u></p> <p>Policy SCLP2.2 Strategic Infrastructure Priorities:</p> <ul style="list-style-type: none"> ▪ Ipswich northern route; ▪ A12 and a14 improvements; ▪ Sustainable transport measures in Ipswich; ▪ Improved walking and cycling routes; and ▪ Increased capacity on railway lines for freight and passenger travel. <p><u>The document includes a series of residential policies including:</u></p> <p>Policy SCLP2.1 growth in the Ipswich Strategic Planning Area</p> <ul style="list-style-type: none"> ▪ There will be the collective delivery of 37,328 dwellings across the Ipswich housing market area <p>Policy SCLP3.1 strategy for growth in Suffolk Coastal</p> <ul style="list-style-type: none"> ▪ To deliver 10,476 dwellings during 2018-2036 <p>Policy SCLP12.3: North Felixstowe Garden Community</p> <ul style="list-style-type: none"> ▪ Approximately 143ha of land is identified for a garden neighbourhood to the north of Felixstowe and Trimley St Mary to provide 2,000 dwellings <p>Policy SCLP12.19 Brightwell Lakes</p> <ul style="list-style-type: none"> ▪ 2,000 dwellings are proposed to the south and east of Adastral Park <p>Policy SCLP12.25 Suffolk Police HQ, Portal Avenue, Martlesham</p> <ul style="list-style-type: none"> ▪ 10.7ha is allocated for approximately 300 dwellings <p>Policy SCLP12.29 South Saxmundham Garden Community</p> <ul style="list-style-type: none"> ▪ 66.6ha of land is allocated for a garden neighbourhood of 800 dwellings <p>Policy SCLP12.66 land adjacent to Reeve Lodge, High Road, Trimley St Martin</p> <ul style="list-style-type: none"> ▪ 8.59ha is allocated for 150 dwellings <p>Policy SCLP12.61 land between High Street and Chapel Lane, Pettistree</p> <ul style="list-style-type: none"> ▪ Allocation for 150 dwellings <p>Policy SCLP12.65 land off Howlett Way, Trimley St Martin</p> <ul style="list-style-type: none"> ▪ 10.64ha is allocated for 360 dwellings <p><u>The document includes a series of economic policies including:</u></p> <p>Policy SCLP2.1 growth in the Ipswich strategic planning area</p> <ul style="list-style-type: none"> ▪ By 2036 there will be the creation of at least 30,320 jobs through the provision of at least 49.8ha of employment land. <p>Policy SCLP12.21 Nacton Heath</p> <ul style="list-style-type: none"> ▪ 30ha of land is allocated for new employment provision <p>Policy SCLP12.35 land at Innocence Farm</p> <ul style="list-style-type: none"> ▪ 67ha is allocated for port-related business <p>Policy SCLP12.36 former airfield Debach</p> <ul style="list-style-type: none"> ▪ 10.9ha is allocated for employment <p>Policy SCLP12.40: former airfield Parham</p> <ul style="list-style-type: none"> ▪ 6ha is allocated for employment land <p>Policy SCLP12.41 Bentwaters Park, Rendlesham</p> <ul style="list-style-type: none"> ▪ 390ha is allocated for redevelopment
--	--



Suffolk Coastal District Local Plan Core Strategy & Development Management Policies (July 2013)

Relevant to this study the plan identifies that most of the growth in the district will be focused around Felixstowe, Kesgrave, Woodbridge, Framlingham, Saxmundham, Leiston and Aldeburgh. The Local Plan covers the period from 2014-2027 and sets a housing growth target of 7,900 new dwellings between 2010 and 2027.

The Core Strategy includes a series of Transport Policies including:

Policy SP1 Sustainable Development

- Reduce the overall need to travel, but where travel is necessary, to better manage the transport network to enable it to function efficiently.

Policy SP10 A14 & A12

- The Council will work with adjoining authorities to consider options to improve capacity and flow
- The Council supports the provision of improvements to the A12 (north of Woodbridge), including as a priority, provision of a bypass or other solution for Little Glemham, Marlesford, Farnham and Stratford St Andrew where the road is narrow and twisting.
- Improvements to the A12 south from its junctions with the A1214 at Martlesham to the Seven Hills interchange will be required to support the strategic employment and housing development.

Policy S21 Felixstowe with Walton and the Trimley Villages

- Improvements to the operation of the strategic (A14/A12) and local road network
- Further improvements to the Dock Spur Road roundabout
- Improved access to the Dock from Felixstowe, Walton and the Trimley Villages
- Consideration to be given to the provision of a new link road between Candlet Road and the Trimley High Road

The document includes a series of residential policies including:

Policy SP20 Eastern Ipswich Plan Area

- A mix of sustainable new housing of approximately 2,320 new dwellings to be completed by 2027

Policy SP21 Felixstowe with Walton and the Trimley Villages

- Approximately 1,760 new dwellings are allocated in the area by 2027

Policy SP22 Aldeburgh, SP23 Framlingham, SP24 Leiston, SP25 Saxmundham and SP26 Woodbridge

- The five market towns are allocated for approximately 1,520 new dwellings up to 2027

Policy SP27 Key and Local Service Centres

- 1,350 new dwellings are allocated in these areas up to 2027

The document includes a series of economic policies including:

Policy SP5 Employment Land

- The Council will make allocations for at least 8.5ha of new employment land within the district. This is a contribution towards the creation of 30,000 new jobs
- Three areas are identified as Strategic Employment Areas: Felixstowe Port, Martlesham Heath Business Campus (including Adastral Park), and Ransomes Europark.



Suffolk Coastal Site Allocations and Area Specific Policies (January 2017)

Relevant to this study the plan identifies that most of the growth in the district will be focused around Felixstowe.

The document includes a series of residential policies including:

Policy SSP1 New Housing Delivery 2015 - 2027

- The BT Adastral Park planning application is expected to provide for up to 2,000 new homes – 1,575 of these are expected to be completed within the current plan period.

The document includes a series of economic policies including:

Policy SSP20 Ransomes, Nacton Heath

- 30ha of land is identified at Ransomes for a mix of B1, B2 and B8 uses

Policy SSP22 Former airfield Parham

- The former airfield at Parham comprise of some 5.72ha of employment land for B1 and B2 uses – 1,67ha of land remains vacant.

Policy SSP23 Former airfield Debach

- 10.89ha are allocated for employment land for uses B1, B2 and B8 purposes

Policy SSP24 Brentwaters Park, Rendlesham

- The Brentwaters Park covers an area of some 390ha and a wide range of employment uses. The Council is keen to see that the site remains a vibrant employment area – it currently employs around 400 people.



The Felixstowe Peninsula covers the areas of Bucklesham, Felixstowe, Kirton, Trimley St Martin and Trimley St Mary.

The AAP includes a series of Transport Policies including:

Policy FPP9 Port of Felixstowe

- Management of the transport network on the A14 and railway line is essential to the operation of the Port

The document includes a series of residential policies including:

Policy FPP1 New Housing Delivery 2015-2027

Felixstowe Peninsula Area Action Plan Development Plan Document (January 2017)	<ul style="list-style-type: none"> ▪ Within the plan period a minimum of 1,170 new dwellings are allocated in the Felixstowe Peninsula <p>Policy FPP4 Land north of Walton High Street, Felixstowe</p> <ul style="list-style-type: none"> ▪ 12.82ha of land are identified to provide the gateway to Felixstowe for approximately 400 residential dwellings, including new business units. <p>Policy FPP7 Land off Howlett Way, Trimley St Martin</p> <ul style="list-style-type: none"> ▪ 10.64ha of land is identified for approximately 360 dwellings <p>Policy FPP8 Land south of Thurmans Lane, Trimley St Mary</p> <ul style="list-style-type: none"> ▪ 4.47ha of land is identified for approximately 150 residential dwellings <p><u>The document includes a series of economic policies including:</u></p> <p>Policy SSP20 Ransomes, Nacton Heath</p> <ul style="list-style-type: none"> ▪ 30ha of land is identified at Ransomes for a mix of B1, B2 and B8 uses <p>Policy SSP22 Former airfield Parham</p> <ul style="list-style-type: none"> ▪ The former airfield at Parham comprise of some 5.72ha of employment land for B1 and B2 uses – 1,67ha of land remains vacant. <p>Policy SSP23 Former airfield Debach</p> <ul style="list-style-type: none"> ▪ 10.89ha are allocated for employment land for uses B1, B2 and B8 purposes <p>Policy SSP24 Brentwaters Park, Rendlesham</p> <ul style="list-style-type: none"> ▪ The Brentwaters Park covers an area of some 390ha and a wide range of employment uses. The Council is keen to see that the site remains a vibrant employment area – it currently employs around 400 people.
--	--

WAVENEY DISTRICT COUNCIL (NOW EAST SUFFOLK COUNCIL)

In 2019, Suffolk Coastal District and Waveney District Councils merged to form East Suffolk Council. A new joint Local Plan is currently being created and is scheduled for end-2019, which will cover the period of 2018-2036, until then, the previous Local Plans will continue to apply.

DOCUMENT	RELEVANCE
----------	-----------



Waveney Local Plan
(March 2019)

Relevant to this study the plan identifies that most of the growth in the district will be focused around Lowestoft, Beccles, Halesworth, Bungay and Southwold. The Local Plan covers the period from 2014 to 2036 and sets a housing growth target of 8,223 new dwellings by 2036. A target of 5,000 additional jobs is also set to be achieved by 2036.

The Core Strategy includes a series of Transport Policies including:

Policy WLP1.3 Infrastructure

- The Council will work with partners to ensure the delivery of:
 - The Lake Lothing Third Crossing
 - The Beccles Southern Relief Road
 - A12 improvements between Lowestoft and Ipswich
 - A47 improvements between Lowestoft and Peterborough
 - Improvements to the A146 between Lowestoft and Norwich

Policy WLP2.4 Kirkley Waterfront and Sustainable Urban Neighbourhood

- The mixed-use development should facilitate the provision of a pedestrian and cycle bridge over Lake Lothing at the Brooke Peninsula.

The document includes a series of residential policies including:

Policy WLP1.1 Scale and Location of Growth

- New residential development will be distributed across the district as follows;
 - Lowestoft Area – 56% of housing growth
 - Beccles and Worlingham – 16% of housing growth
 - Halesworth and Holton – 8% of housing growth
 - Bungay – 6% of housing growth
 - Southwold and Reydon – 4% of housing growth
 - Rural Area – 10% of housing growth

Policy WLP2.4 Kirkley Waterfront and Sustainable Urban Neighbourhood

- Approximately 1,380 new dwellings are proposed on the site

Policy WLP2.13 North Lowestoft Garden Village

- Approximately 71ha is allocated for a mixed-use development of 1,300 new dwellings

Policy WLP 2.16 Land south of The Street, Carlton Colville / Gisleham

- 54.88ha is allocated for a mixed-use development of approximately 900 new dwellings

Policy WLP3.1 Beccles and Worlingham Garden Neighbourhood

- 89.80ha is allocated for a mixed-use development of approximately 1,250 new dwellings

Policy WLP5.2 Land West of St Johns Road, Bungay

- 21ha of land is identified for a development of approximately 400 dwellings.

The document includes a series of economic policies including:

Policy WLP1.1 Scale and Location of Growth

- Maximise opportunities for employment growth to achieve an additional 5,000 jobs in Waveney
- To deliver this, provision has been made for 43ha of employment land for B1, B2 and B8 uses and 2,200m2 of convenience food and 11,000m2 of comparison (non-food) retail floorspace provisions.
- Employment land will be focused mainly in Lowestoft and Beccles and distributed as follows:
 - Lowestoft Area – 60% of employment land development
 - Beccles – 25% of employment land development
 - Other market Towns and Rural Areas – 15% of employment land development

Policy WLP2.2 PowerPark

- 23.37ha is identified for employment development of use classes B1, B2 and B8 and port-related development.

Policy WLP2.4 Kirkley Waterfront and Sustainable Urban Neighbourhood

- 59.76ha is allocated for mixed-use development including 1,380 dwellings, retirement community, primary school, and 7.5ha of employment development (B1, B2 and B8 use classes) and / or port-related development fronting Lake Lothing.

Policy WLP2.17 Land at South Lowestoft Industrial Estate

- 20ha is allocated for employment development of use classes B1, B2 and B8.

Policy WLP2.19 Oakes Farm, Beccles Road, Carlton Colville

- 30.23ha is identified for a sports and leisure use allocation.
- Up to 8ha of the site is to be developed for complementary commercial development, to enable the delivery of the sports development

ESSEX

BASILDON BOROUGH COUNCIL

The current Local Plan will soon be replaced by a new emerging Local Plan document, and will cover the period of 2014-2034. The pre-submission document for the new emerging Local Plan is analysed below.

DOCUMENT	RELEVANCE
 <p>Basildon Borough Emerging Local Plan Revised Publication Local Plan 2014-2034 (October 2018)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Basildon (including Laindon, Pitsea and Noak Bridge), Billericay and Wickford. The Local Plan covers the period from 2014 to 2034 and sets a minimum housing growth target of 15,465 new dwellings by 2034. A target of 20,000 additional jobs is also set to be achieved by 2034.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy T1 Transport Strategy</p> <ul style="list-style-type: none"> A coordinated package of improvements to junctions and routes along the A127 Corridor, that will increase road capacity, reduce traffic congestion, improve safety, and improve access to the Borough Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks, Measures to encourage behavioural change in individual travel choices Working with partners to assess the impact and opportunities arising from the preferred route for the Lower Thames Crossing <p>Policy T2 Improvements to Carriageway Infrastructure</p> <ul style="list-style-type: none"> The provision of a new grade separated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road/Tresco Way The provision of a south/south-west relief route for Billericay alongside new housing development The provision of a link road from West Mayne to site H8, providing multi-modal connections to Laindon Town Centre; Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan <p>Policy T3 Improvements to Footpaths Cycling and Bridleway Infrastructure</p> <ul style="list-style-type: none"> Retaining and improving existing footways, footpaths, cycleways, bridleways and other Public Rights of Way <p>Policy T4 Improvements to Public Transport Infrastructure and Services</p> <ul style="list-style-type: none"> Improve north-south links within Basildon Borough Enhance access to hospital services Enhance access to the A127 Enterprise Corridor Enhance accessibility to railway stations <p>Policy H17 South West Billericay</p> <ul style="list-style-type: none"> As part of a series of urban extensions to the town, a new relief road extending from the A129 London Road to the B1007 / Laindon Road / A176 / Noak Hill Road junking will be developed. <p><u>The document includes a series of residential policies including:</u></p> <p>Policy R2 Basildon Town Centre Regeneration</p> <ul style="list-style-type: none"> Basildon Town Centre will be the primary focus for all future major retail and leisure development The Town Centre will be regenerated to provide the majority of additional retail floorspace required within the Borough, alongside leisure and entertainment floorspace and around 2,128 residential units. <p>Policy H5 Land West of Gardiners Lane South, Basildon</p> <ul style="list-style-type: none"> 37ha of land will be developed as part of a mixed-use community for at least 790 dwellings <p>Policy H6 Land North of Dry Street, Basildon</p> <ul style="list-style-type: none"> The land will be developed to provide approximately 725 dwellings, a primary school and a local centre <p>Policy H7 Land North and South of London Road, Vange</p> <ul style="list-style-type: none"> The 24.5ha allocation comprises two development areas and is capable of delivering 650 new dwellings <p>Policy H8 West of Basildon</p> <ul style="list-style-type: none"> 20ha of land will be developed to provide 300 new dwellings, as well as a 7.8ha sports hub. <p>Policy H10 Land East of Noak Bridge, Basildon</p> <ul style="list-style-type: none"> 20ha of land will be developed for around 400 new dwellings <p>Policy H11 East of Basildon</p> <ul style="list-style-type: none"> 53ha of land is expected to deliver 650 new dwellings <p>Policy H12 Land South of Wickford</p> <ul style="list-style-type: none"> 29ha of land will be developed to provide 1,100 new dwellings and a primary school <p>Policy H14 Land South of Barn Hall, Wickford</p> <ul style="list-style-type: none"> 14ha is allocated for 540 new dwellings <p>Policy H15 Land North of London Road, Wickford</p> <ul style="list-style-type: none"> 14ha is allocated for 300 new dwellings <p>H17 South West Billericay</p> <ul style="list-style-type: none"> Approximately 95ha of land is allocated for a series of linked, urban extensions to the town with a new relief road



Basildon Borough
Emerging Local
Plan
Revised
Publication Local
Plan 2014-2034
(October 2018)

Relevant to this study the plan identifies that most of the growth in the district will be focused around Basildon (including Laindon, Pitsea and Noak Bridge), Billericay and Wickford. The Local Plan covers the period from 2014 to 2034 and sets a minimum housing growth target of 15,465 new dwellings by 2034. A target of 20,000 additional jobs is also set to be achieved by 2034.

The Local Plan includes a series of Transport Policies including:

Policy T1 Transport Strategy

- A coordinated package of improvements to junctions and routes along the A127 Corridor, that will increase road capacity, reduce traffic congestion, improve safety, and improve access to the Borough
- Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks,
- Measures to encourage behavioural change in individual travel choices
- Working with partners to assess the impact and opportunities arising from the preferred route for the Lower Thames Crossing

Policy T2 Improvements to Carriageway Infrastructure

- The provision of a new grade separated junction on the A127 at Pound Lane, including a link road to Cranfield Park Road/Tresco Way
- The provision of a south/south-west relief route for Billericay alongside new housing development
- The provision of a link road from West Mayne to site H8, providing multi-modal connections to Laindon Town Centre;
- Modifications to the Basildon Town Centre road network in line with the Basildon Town Centre Masterplan

Policy T3 Improvements to Footpaths Cycling and Bridleway Infrastructure

- Retaining and improving existing footways, footpaths, cycleways, bridleways and other Public Rights of Way

Policy T4 Improvements to Public Transport Infrastructure and Services

- Improve north-south links within Basildon Borough
- Enhance access to hospital services
- Enhance access to the A127 Enterprise Corridor
- Enhance accessibility to railway stations

Policy H17 South West Billericay

- As part of a series of urban extensions to the town, a new relief road extending from the A129 London Road to the B1007 / Laindon Road / A176 / Noak Hill Road junking will be developed.

The document includes a series of residential policies including:

Policy R2 Basildon Town Centre Regeneration

- Basildon Town Centre will be the primary focus for all future major retail and leisure development
- The Town Centre will be regenerated to provide the majority of additional retail floorspace required within the Borough, alongside leisure and entertainment floorspace and around 2,128 residential units.

Policy H5 Land West of Gardiners Lane South, Basildon

- 37ha of land will be developed as part of a mixed-use community for at least 790 dwellings

Policy H6 Land North of Dry Street, Basildon

- The land will be developed to provide approximately 725 dwellings, a primary school and a local centre

Policy H7 Land North and South of London Road, Vange

- The 24.5ha allocation comprises two development areas and is capable of delivering 650 new dwellings

Policy H8 West of Basildon

- 20ha of land will be developed to provide 300 new dwellings, as well as a 7.8ha sports hub.

Policy H10 Land East of Noak Bridge, Basildon

- 20ha of land will be developed for around 400 new dwellings

Policy H11 East of Basildon

- 53ha of land is expected to deliver 650 new dwellings

Policy H12 Land South of Wickford

- 29ha of land will be developed to provide 1,100 new dwellings and a primary school

Policy H14 Land South of Barn Hall, Wickford

- 14ha is allocated for 540 new dwellings

Policy H15 Land North of London Road, Wickford

- 14ha is allocated for 300 new dwellings

H17 South West Billericay

- Approximately 95ha of land is allocated for a series of linked, urban extensions to the town with a new relief road


DOCUMENT RELEVANCE

	<p>and network of open spaces. The allocation will deliver around 1,700 new dwellings</p> <p>H19 Land East of Greens Farm Lane, Billericay</p> <ul style="list-style-type: none"> 400 new homes will be developed across the site <p>The document includes a series of economic policies including:</p> <p>Policy SD1 A strategic approach to sustainable development in Basildon Borough</p> <ul style="list-style-type: none"> The Local Plan makes provision for 92ha of land for employment uses, with the intention of securing at least 51ha of B-class employment development needed. This will deliver around 14,150 B-class jobs, as part of a total jobs growth of at least 20,000 jobs within the Basildon economy. <p>Policy E1 Economic Growth Strategy</p> <ul style="list-style-type: none"> The Council will support the intensification and regeneration of underutilised land within existing employment area to provide 22.5ha of employment land need Allocate land to the East of Burnt Mills Employment Area for new employment land supply suitable for B1, B2 and B8 uses to secure at least 28.5ha of new employment need provision during the plan period. <p>Policy E6 Burnt Mills Extension</p> <ul style="list-style-type: none"> 48ha of land is allocated for B-class employment development, an ancillary hotel and / or pub restaurant <p>Policy R1 Retail and Commercial Leisure Strategy</p> <ul style="list-style-type: none"> The Council will seek to deliver up to 2,500m² net additional comparison goods floorspace and up to 700m² additional convenience goods floorspace by 2021. A further 21,600m² and 4,200m² net floorspace will be delivered by the end of the plan period. In addition to new retail, the Council will seek to deliver up to 1,900m² gross additional food and drink (A3, A4 and A5) floorspace by 2021, and a further 7,400m² gross floorspace by the end of the plan period.
--	---

BRAINTREE DISTRICT COUNCIL

Braintree District Council, Colchester Borough Council and Tendring District Council have agreed to work together to address strategic planning matters across their areas. They have produced a Shared Strategic Plan for the area known as North Essex.

DOCUMENT RELEVANCE

 <p>Braintree District Council Local Plan Sections 1 & 2 Publication Draft for Consultation (June 2017)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Braintree, Witham, Hatfield Peverel, Kelvedon and Feering. The Local Plan covers the period from 2013 to 2033 and sets a minimum housing growth target of 14,320 new dwellings by 2033. A target of 11,760 additional jobs is also set to be achieved by 2037.</p> <p>The Local Plan includes a series of Transport Policies including:</p> <p>Policy SP5 Infrastructure and Connectivity</p> <ul style="list-style-type: none"> Promoting more sustainable travel patterns, introducing urban transport packages to increase transport choice, proving better public transport infrastructure and services Increased rail capacity, reliability and punctuality Prioritise public transport, particularly in urban areas High quality rapid public transit networks A bus network that is high quality, reliable, simple to use and integrated with other modes Improved road infrastructure and strategic highway connections to reduce congestion and provide more reliable journey times along the A12, A120, and A133 to improve access to markets and suppliers for business, widen employment opportunities and support growth Improved junctions on the A12 and other main roads to reduce congestion and address safety A dualled A120 between the A12 and Braintree <p>Policy LPP44 Sustainable Transport</p> <ul style="list-style-type: none"> Priority should be given to cycle and pedestrian movements and access to public transport <p>The document includes a series of residential policies including:</p> <p>Policy SP3 Meeting Housing Needs</p> <ul style="list-style-type: none"> Braintree – 14,320 new dwellings <p>Policy SP7 Development & Delivery of New Garden Communities in North Essex</p> <ul style="list-style-type: none"> Three new garden communities are proposed within North Essex, including: Colchester / Braintree borders – will deliver 2,500 new dwellings within the plan period (as part of an overall total of between 15,000-24,000 homes to be delivered beyond 2033) West of Braintree, a new garden community will deliver 2,500 new dwellings during the plan period (as part of an overall total of between 7,000-10,000 to be delivered beyond 2033). <p>Policy SP9 Colchester / Braintree Borders Garden Community</p> <ul style="list-style-type: none"> Provision of 2,500 new dwellings during the plan period <p>Policy SP10 West of Braintree Garden Community</p> <ul style="list-style-type: none"> Provision of 2,500 new dwellings during the plan period <p>Policy LPP18 Land East of Great Notley, south of Braintree</p> <ul style="list-style-type: none"> 1,750 new dwellings are proposed on the site allocation
--	---


DOCUMENT RELEVANCE

	<p>Policy LPP19 Land East of Broad Road, Braintree</p> <ul style="list-style-type: none"> 1,000 new dwellings are proposed on the site allocation <p>Policy LPP20 Former Towerlands Park Site</p> <ul style="list-style-type: none"> 600 new dwellings are allocated <p>Policy LPP21 North West Braintree</p> <ul style="list-style-type: none"> 600 new dwellings are proposed on land east of Panfield Lane <p>Policy LPP22 Land at Feering</p> <ul style="list-style-type: none"> 750 new dwellings are proposed at the allocation site <p><u>The document includes a series of economic policies including:</u></p> <p>Policy SP4 Providing for Employment and Retail</p> <ul style="list-style-type: none"> Between 23 and 43.3ha of B-use employment is required between 2016 and 2033 for employment growth <p>Policy LPP2 Location of Employment Land</p> <ul style="list-style-type: none"> 32.1ha of industrial land and 19.5ha of office land will be provided in the District to support the growth of the economy. 10ha extension to the Springwood Drive Industrial area 18.5 ha allocation at land west of the A131 at Great Notley – ‘Eastlink 120’, as an Innovation and Enterprise Business Park for B1, B2 and B8 uses. <p>Policy LPP10 Retailing and Regeneration</p> <ul style="list-style-type: none"> Across the District, 8,699sqm of new floorspace will be required. For comparison goods (non-food retailing) 15,869sqm will be required and 8,304sqm for food and beverages will be needed. <p>Policy LPP21 North West Braintree</p> <ul style="list-style-type: none"> 10ha of new employment land is proposed on the site allocation <p>Policy LPP29 Comprehensive Redevelopment Area – Newlands Precinct, Witham</p> <ul style="list-style-type: none"> The land is allocated as a comprehensive development area for a mixed-use development, with a combination of retail, employment, leisure, community facilities, car parking and residential uses
--	---

BRENTWOOD BOROUGH COUNCIL

The current Brentwood Local Plan only covers the local area until 2011 and so the emerging Local Development Plan (Local Plan) has been analysed, which will replace the Local Plan once adopted.

DOCUMENT RELEVANCE

 <p>Brentwood Pre-Submission Local Plan (February 2019)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Brentwood, Shenfield, Hutton, Pilgrims Hatch, Warley, Brook Street, Ingatestone, West Horndon and Dunton Hills. The Local Plan covers the period from 2016 to 2033 and sets a minimum housing growth target of 7,752 new dwellings by 2033. A target of 5,000 additional jobs is also set to be achieved by 2033.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy BE11 Strategic Transport Infrastructure</p> <ul style="list-style-type: none"> Maximising the value of railway connectivity and the Elizabeth line Development in proximity to the railway stations will demonstrate how schemes can connect to the surrounding walking, cycling and public transport networks. Improving multimodal integration and / or capacity at train stations Delivering improvements to the highway infrastructure capacity <p>Policy BE12 Car-limited Development</p> <ul style="list-style-type: none"> The Council will encourage car-limited development proposals in appropriate locations that are, or are planned to be, well-connected by public transport and have good accessibility through walking and cycling. <p>Policy BE13 Sustainable Means of Travel and Walkable Streets</p> <ul style="list-style-type: none"> Sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into the wider community and existing networks. <p><u>The document includes a series of residential policies including:</u></p> <p>Policy R01 Dunton Hills Gardens Village</p> <ul style="list-style-type: none"> An area of 259.2ha is allocated for a residential-led development which will comprise of around 2,700 new dwellings during the plan period (as part of an overall capacity of 4,000 homes beyond 2033) <p>Policy R02 Land at West Thorndon Industrial Estate</p> <ul style="list-style-type: none"> Provision for around 580 new dwellings and 2ha for employment provision <p>Policy R03 Land North of Shenfield</p> <ul style="list-style-type: none"> Provision for around 825 new dwellings and a residential care home <p>Policy R04 Ford Headquarters and Council Depot</p> <ul style="list-style-type: none"> Provision has been made for approximately 473 dwellings <p>Policy R14 William Hunter Way Car Park</p> <ul style="list-style-type: none"> 300 dwellings are planned on the allocation site
--	--


DOCUMENT RELEVANCE

	<p>The document includes a series of economic policies including:</p> <p>Policy PC02 Job Growth and Employment Land</p> <ul style="list-style-type: none"> A total of approximately 47.39ha of new employment land (B-use) allocations will be delivered during the plan period <p>Policy E11 Brentwood Enterprise Park</p> <ul style="list-style-type: none"> Land south-east of the M25 Junction 29 is allocated to provide high quality employment development and a significant number of jobs At least 25.85ha of land is allocated for employment use (primarily for B1, B2 and B8 uses). There is also allocation for supporting on-site development such as a C1 use class hotel. <p>Policy E12 Childerditch Industrial Estate</p> <ul style="list-style-type: none"> 20.64ha of land is allocated for employment land of B1, B2 and B8 uses <p>Policy E10 Codham Hall Farm</p> <ul style="list-style-type: none"> 9.6ha is allocated for employment B1, B2 and B8 uses
--	--

CASTLE POINT BOROUGH COUNCIL

The current Local Plan will soon be replaced by a new emerging Local Plan document, and will cover the period of 2018-2033. The pre-submission document for the new emerging Local Plan is analysed below.

DOCUMENT RELEVANCE

 <p>Castle Point Pre-Publication Local Plan (November 2018)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Canvey Island, South Benfleet, Hadleigh and Thundersley. The Local Plan covers the period from 2018 to 2033 and sets a minimum housing growth target of 5,136 new dwellings by 2033.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy SP TP 1 Transport Strategy</p> <ul style="list-style-type: none"> Provide opportunities to secure additional improvements to the capacity and permeability of the highway network within Castle Point Have the potential to support the viability of bus services, and provide the opportunity to enhance the provision of those services through development Have the potential to provide opportunities for transport using the River Thames Provide opportunities to enhance the walking, cycling and bridleway network within Castle Point <p>Policy SP TP 2 Improvements and Alterations to Carriageway Infrastructure</p> <ul style="list-style-type: none"> A127 Growth Corridor Strategy Route improvements along the A129 Rayleigh Road between the Rayleigh Weir and Victoria House Corner junctions Dualling of the northern section of the A130 Canvey Way in the vicinity of Sadlers Farm Minor junction improvements Highway improvements in Canvey and Hadleigh Town Centres <p>Policy ST TP 4 Improvements to Public Transport Infrastructure and Services</p> <ul style="list-style-type: none"> Enhanced public transport services connecting towns in Castle Point with employment locations in Basildon, Thurrock and Southend The extension of any Passenger Transport Corridors through the borough to neighbouring destinations for employment, education, services and leisure/recreation opportunities <p><u>The document includes a series of residential policies including:</u></p> <p>Policy SP HO 6 North West Thundersley</p> <ul style="list-style-type: none"> Approximately 127ha of land has been identified for housing provision <p>Policy SP HO 7 Land West of Benfleet</p> <ul style="list-style-type: none"> The site has been allocated to supply approximately 940 dwellings by 2033 <p>Policy LP HO 12 Land east of Rayleigh Road, Hadleigh</p> <ul style="list-style-type: none"> The land is allocated for approximately 455 dwellings by 2033 <p>Policy LP HO 13 Land at Brook Farm</p> <ul style="list-style-type: none"> Approximately 170 homes are allocated on the site to be delivered by 2033 <p>Policy LP HO 22 The Chase, Thundersley</p> <ul style="list-style-type: none"> 28ha of land are allocated to deliver up to 350 dwellings by 2033 <p>Policy LP HO 26 Land East of Canvey Road, Canvey Island</p> <ul style="list-style-type: none"> 13.3ha of land is identified to provide up to 300 dwellings over the plan period <p>Policy LP HO 28 Lan at Thorney Bay Caravan Park, Canvey Island</p> <ul style="list-style-type: none"> The site is expected to deliver up to 600 dwellings by 2033 <p><u>The document includes a series of economic policies including:</u></p> <p>Policy LP EC 6 Extension to Charfleets Industrial Estate</p> <ul style="list-style-type: none"> 10.5ha site is identified as an extension to be made available for employment development falling within Use
--	--

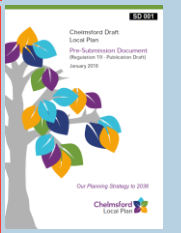
DOCUMENT RELEVANCE

	<p>Classes B1b, B1c and B2,</p> <p>Policy LP EC 7 Land for Employment South of Northwick Road</p> <ul style="list-style-type: none"> 9.7ha is identified for employment development for Use Classes B1b, B1c and B2.
--	--

CHELMSFORD CITY COUNCIL

A new Local Plan will soon be completed in 2019, which will replace the current local plan once adopted. The new Local Plan will cover the period until 2036.

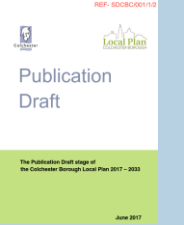
DOCUMENT RELEVANCE

 <p>Chelmsford Draft Local Plan Pre-Submission Document (January 2018)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Chelmsford and Great Leighs. The Local Plan covers the period from 2013 to 2036 and sets a minimum housing growth target of 18,515 new dwellings by 2036. A target of 725 additional jobs per year is also set to be achieved by 2036.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy S11 Infrastructure Requirements</p> <ul style="list-style-type: none"> New development must be supported by sustainable means of transport to serve its need, including walking, cycling and public transport modes. New Beaulieu Railway Station Chelmsford North East Bypass An additional new Radial Distributor Road 2 in North East Chelmsford Additional Park and Ride sites to serve West Chelmsford and North East Chelmsford and safeguarding land for expansion of Chelmer Valley and Sandon Park and Ride sites Junction improvements Multi-user bridge across the B1012 in South Woodham Ferrers New and improved cycling and walking routes both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas Bus Priority schemes and rapid transit measures <p><u>The document includes a series of residential policies including:</u></p> <p>Policy Strategic Growth Site 1a Chelmer Waterside</p> <ul style="list-style-type: none"> 1,100 dwellings allocated for development that maximise opportunities for sustainable transport <p>Policy Strategic Growth Site 2 West Chelmsford</p> <ul style="list-style-type: none"> Approximately 800 dwellings are allocated, with associated transport infrastructure improvements, including bus priority measures <p>Policy Strategic Growth Site 4 North East Chelmsford</p> <ul style="list-style-type: none"> Approximately 3,000 dwellings with supporting on-site development for a single carriageway road (or Phase 1) of the Chelmsford North East Bypass within the site boundary and an outer vehicular access to the Radial Distributor Road (RDR2) from Essex Regiment Way <p>Policy Strategic Growth Site 5a Great LEIGHS Land at Moulsham Hall</p> <ul style="list-style-type: none"> Approximately 750 dwellings and associated transport infrastructure improvements <p>Policy Strategic Growth Site 6 North of Broomfield</p> <ul style="list-style-type: none"> Approximately 450 dwellings are planned on the site with associated transport infrastructure improvements <p>Policy Strategic Growth Site 7 North of South Woodham Ferrers</p> <ul style="list-style-type: none"> Around 1,000 dwellings are planned on the allocated site, including retail and business floorspace <p><u>The document includes a series of economic policies including:</u></p> <p>Policy S8 Housing and Employment Requirements</p> <ul style="list-style-type: none"> To accommodate the level of economic growth, a minimum of 55,000sqm of business employment floorspace will be allocated over the plan period <p>Policy Strategic Growth Site 3b East Chelmsford Land North of Maldon Road</p> <ul style="list-style-type: none"> Approximately 5,000sqm of employment allocation for B1 use class, with associated transport improvements
--	---

COLCHESTER BOROUGH COUNCIL

The emerging Local Plan for the period of 2017-2033 has been analysed for this report. Braintree District Council, Colchester Borough Council and Tendring District Council have agreed to work together to address strategic planning matters across their areas. They have produced a Shared Strategic Plan for the area known as North Essex, which are included in the individual Local Plans.

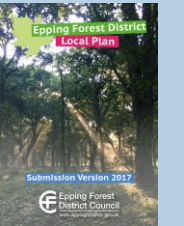
DOCUMENT RELEVANCE

 <p>Colchester Local Plan The Publication Draft for 2017-2033 (June 2017)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Colchester. The Local Plan covers the period from 2017 to 2033 and sets a minimum housing growth target of 18,400 new dwellings by 2033. A target of 928 additional jobs per year is also set to be achieved by 2037.</p> <p>The Local Plan includes a series of Transport Policies including:</p> <p>Policy SP5 Infrastructure and Connectivity</p> <ul style="list-style-type: none"> Promotion of sustainable travel modes Increased rail capacity, reliability and punctuality Support changes in travel behaviours Prioritise public transport High quality rapid public transit network and connections Improved road infrastructure to reduce congestion along the A12, A120 and A133 A dualled A120 between the A12 and Braintree <p>Policy NC4 Transport in North Colchester, EC4 Transport in East Colchester & WC5 Transport in West Colchester</p> <ul style="list-style-type: none"> Developments in North Colchester will be expected to contribute to a package of sustainable transport measures and highway network improvements: A12 Junction 28, Ipswich Road, cycle networks, and East/west public Transport services. <p>Policy DM20 Promoting Sustainable Transport and Changing Travel Behaviour</p> <ul style="list-style-type: none"> Development that reduces the need to travel will be encouraged and sustainable transport will be improved to provide better connections between communities and their destinations. <p>The document includes a series of residential policies including:</p> <p>Policy SP8 Tendring / Colchester Borders Garden Community</p> <ul style="list-style-type: none"> Approximately 2,500 dwellings will be completed during the plan period, with a total of 7,000-9,000 dwellings delivered into the future. This will involve a number of transport infrastructure improvements to support the development. <p>Policy SP9 Colchester / Braintree Borders Garden Community</p> <ul style="list-style-type: none"> Approximately 2,500 dwellings are allocated to be built during the plan period, with a total of 15,000-24,000 dwellings development into the future as a total. This will include a package of measures to encourage smarter transport choices. <p>Policy SC2 Middlewick Ranges</p> <ul style="list-style-type: none"> Up to 1,000 dwellings developed over the plan period and highway and transport infrastructure improvements <p>Policy WC2 Stanway</p> <ul style="list-style-type: none"> Land to the North of London Road - The site is allocated for the development of up to 630 dwellings and a new primary school. The development is also required to create an integrated cycleway and footway that links to the existing network Land off Dyers Road including Fiveways Fruit Farm – Approximately 490 dwellings <p>Policy SS14 Tiptree</p> <ul style="list-style-type: none"> The Tiptree Neighbourhood Plan will allocate specific sites for housing allocations to deliver 600 dwellings <p>The document includes a series of economic policies including:</p> <p>Policy SP4 Providing for Employment and Retail</p> <ul style="list-style-type: none"> Between 22 and 55.8ha of B-use employment is required between 2016 and 2033 for employment growth <p>Policy WC3 Colchester Zoo</p> <ul style="list-style-type: none"> The area around the zoo will be safeguarded for potential future expansion of the zoo.
--	--

EPPING FOREST DISTRICT COUNCIL

The current adopted Local Plan is now under review and, once adopted will be replaced with a new Local Plan that considers the growth of the District until 2033.

DOCUMENT RELEVANCE

 <p>Epping Forest District Local Plan Submission Version 2017</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Harlow, Epping and Loughton. The Local Plan covers the period from 2011 to 2033 and sets a minimum housing growth target of 12,573 new dwellings by 2033. A target of 10,800 additional jobs is also set to be achieved by 2033.</p> <p>The Local Plan includes a series of Transport Policies including:</p> <p>Policy T1 Sustainable Transport Choices</p> <ul style="list-style-type: none"> Promotion of public transport through improvements to infrastructure and services Transport networks should be integrated Provide safe and suitable access for all potential users <p>The document includes a series of residential policies including:</p> <p>Policy SP2 Spatial Development Strategy 2011-2033</p> <ul style="list-style-type: none"> The creation of new dwelling will be achieved through the addition of Garden Town Communities, sites located on
--	--

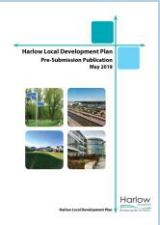
DOCUMENT RELEVANCE

<p>(December 2010)</p>	<p>previously developed land within the green belt and enabling small scale site in rural communities to come forward with there is a clear local need for housing.</p> <p>SP4 Development & Delivery of Garden Communities in the Harlow and Gilston Garden Town</p> <ul style="list-style-type: none"> Three Garden Communities are planned: Latton Priory, Water Lane Area and East of Harlow, which will allow for a large number of dwellings to be built and allow for the creation of integrated and sustainable transport via Sustainable Transport Corridors. <p>Policy SP5 Garden Town Communities</p> <ul style="list-style-type: none"> Latton Priory will house approximately 1,050 dwellings and 1ha of employment land. Highway and transport improvements will also be included with the north-south sustainable transport corridor. Water Lane Area will house approximately 2,100 dwellings; highway and transport improvements are also included as a package. East of Harlow will house approximately 750 dwellings and the potential relocation of the Princess Alexandra Hospital. The development will also include works to widen the B183 Gilden way to support the housing growth. <p>Policy P1 Epping</p> <ul style="list-style-type: none"> EPP.R1 Land South of Epping, West – Approximately 450 dwellings EPP.R2 Land South of Epping, East – Approximately 500 dwellings, both sites in Epping will include a new vehicular, pedestrian and cycling bridge over the railway line. <p>Policy P3 Waltham Abbey</p> <ul style="list-style-type: none"> WAL.R1 Land at Galley Hill Road – Approximately 295 dwellings WAL.R2 Lea Valley Nursery, Crooked Mile – Approximately 315 dwellings, both sites will include new road links and a potential need to upgrade/widen the existing Galley Hill Road and Crooked Mile. <p>Policy P6 North Weald Bassett</p> <ul style="list-style-type: none"> NWB.R3 Land south of Vicarage Lane – Approximately 728 dwellings <p>The document includes a series of economic policies including:</p> <p>Policy E2 Loughton</p> <ul style="list-style-type: none"> LOU.E1 Oakwood Hill Industrial Estate (6.1ha) LOU.E2 Langston Road Industrial Estate for B-class uses (30.06ha) <p>Policy P3 Waltham Abbey</p> <ul style="list-style-type: none"> WAL.E4 Cartersfield Road / Brooker road Industrial Estate (8.69ha) WAL.E5 Meridian Business Park and Sainsbury's Distribution Centre (23.65ha) WAL.E8 Land north of A121 for B-class uses (27.84ha) <p>Policy P6 North Weald Bassett</p> <ul style="list-style-type: none"> NWB.E4 North Weald Airfield for B-class uses (further 40,000sqm of employment development) and provision for c.10ha of additional employment land of B1, B2 and B8 uses.
------------------------	--

HARLOW COUNCIL

A new Local Development Plan has been created and when approved, will be adopted and replace the current Adopted Replacement Harlow Local Plan. The new Plan will set out the framework for growth to 2033.

DOCUMENT RELEVANCE

 <p>Harlow Local Development Plan Pre-Submission Publication (May 2018)</p>	<p>The Local Plan covers the period from 2010 to 2033 and sets a minimum housing growth target of 9,200 new dwellings by 2033. A target of 8,060 jobs is also set to be achieved by 2033.</p> <p>The Local Plan includes a series of Transport Policies including:</p> <p>Policy SIR1 Infrastructure Requirements</p> <ul style="list-style-type: none"> SIR1-1 North-South Sustainable Transport corridor and River Stort Crossing to Eastwick Roundabout SIR1-2 East West Sustainable Transport Corridor SIR1-3 Second River Stort Crossing at River Way SIR1-4 Access route for Strategic Housing Site East of Harlow <p>Policy IN1 Development and Sustainable Modes of Travel</p> <ul style="list-style-type: none"> Provision of direct cycleways, footpaths and bridleways Provision of cycle storage Provision of electric charging points for vehicles <p>The document includes a series of residential polices including:</p> <p>Policy HGT1 Development and Delivery of Garden Town Communities in the Harlow and Gilston Garden Town – allocated in the Harlow, Epping forest and East Hertfordshire District Local Plans</p> <ul style="list-style-type: none"> South of Harlow (Latton Priory) – 1,050 dwellings West of Harlow (Water Lane Area) – 2,100 dwellings East of Harlow – 2,600 dwellings within Harlow District Gilston Area – 3,000 dwellings during the plan period and a further 7,000 beyond the plan period (within the East Hertfordshire District)
--	---

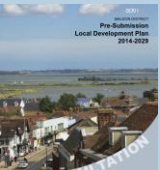
DOCUMENT RELEVANCE

	<p>The document includes a series of economic policies including:</p> <p>Policy ED1 Future Employment Floorspace</p> <ul style="list-style-type: none"> Up to 18.8ha of B1 uses will be delivered at Harlow Business Park at The Pinnacles and at the Harlow Enterprise Park at London Road. A further 2.2ha of land will be delivered for employment uses at Templefields. <p>Policy RS2 Future Retail Floorspace</p> <ul style="list-style-type: none"> There is an identified need to provide up to 18,100sqm of comparison floorspace and up to 3,200sqm of convenience floorspace in Harlow up to 2026
--	--

MALDON DISTRICT COUNCIL

A new Local Development Plan was submitted to replace the Approved Local Plan – the new Plan will forecast growth in Maldon to 2029.


DOCUMENT RELEVANCE

 <p>Maldon District Pre-Submission Local Development Plan 2014-2029</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Maldon, Heybridge and Burnham-on-Crouch. The Local Plan covers the period from 2014 to 2029 and sets a minimum housing growth target of 4,410 by 2029.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy S1 Sustainable Development</p> <ul style="list-style-type: none"> Minimise the need to travel and where travel is necessary, prioritise sustainable modes of transport and improve access for all <p>Policy S3 Place Shaping</p> <ul style="list-style-type: none"> A variety of transport modes including walking, cycling and public transport <p>Policy T1 Sustainable Transport</p> <ul style="list-style-type: none"> Secure provision for sustainable transport in developments Improve access to railway serves and enhance station facilities Enable the provision for new bus services Promote and secure the provision for demand responsive services <p><u>The document includes a series of residential polices including:</u></p> <p>Policy S2 Strategic Growth</p> <ul style="list-style-type: none"> South Maldon Garden Suburb – approximately 1,375 dwellings North Heybridge Garden Suburbs – approximately 1,235 dwellings Burnham-on-Crouch – approximately 450 dwellings Rural Locations – approximately 420 dwellings <p><u>The document includes a series of economic policies including:</u></p> <p>Policy E1 Employment</p> <ul style="list-style-type: none"> E1 a Beckingham Business Park, Tolleshunt Major 6.4 ha for B1, B2 and B8 uses E1 b Oval Park, Langford 11.75ha for B1 and B2 uses E1 c The Causeway, Maldon and Heybridge 43.6ha for B1, B2 and B8 uses
--	---

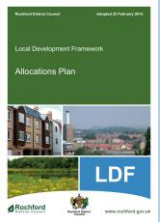
ROCHFORD DISTRICT COUNCIL

The Council is currently in the process of developing a new Local Plan which will map the development of the district beyond 2025 – the current plan period.

DOCUMENT RELEVANCE

 <p>Local Development Framework Core Strategy Adopted Version (December 2011)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Rochford, Rayleigh, Hockley and Hawkwell. The Local Plan covers the period from 2010 to 2025 and sets a minimum housing growth target of 4,750 new dwellings between 2006-2025.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy T1 Highways</p> <ul style="list-style-type: none"> Developments should be located and designed in such a way as to reduce reliance on the private car. <p>Policy T2 Highway Improvements</p> <ul style="list-style-type: none"> Ashingdon Road to improve traffic flows and reduce congestion Spa Road / Main Road Roundabout Hockley <p>Policy T3 Public Transport</p> <ul style="list-style-type: none"> Developments should be integrated with public transport and designed in a way to encourage the use of sustainable transport Contributions will be sought to increase access to sustainable transport, if developments are built where there a
--	---

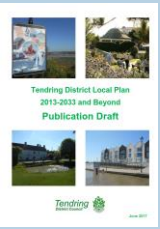
DOCUMENT RELEVANCE

	<p>lack of infrastructure.</p> <p>Policy T4 South Essex Rapid Transit (SERT)</p> <ul style="list-style-type: none"> Ensure that the SERT connects the district’s residential areas with employment opportunities and implement dedicated routes and measures to ensure that the SERT has priority over other traffic. <p>Policy T7 Greenways</p> <ul style="list-style-type: none"> The Council will work to deliver 6 Greenways across the District <p><u>The document includes a series of economic policies including:</u></p> <p>Policy ED2 London Stansted Airport</p> <ul style="list-style-type: none"> The Council will support the development potential of London Southend Airport as a catalyst for economic growth
 <p>Local Development Framework Allocations Plan (February 2014)</p>	<p><u>The document includes a series of residential policies including:</u></p> <p>Policy BFR4 Rawreth Industrial Estate, Rayleigh</p> <ul style="list-style-type: none"> Approximately 22 dwellings are allocated on the site, over 6.2ha, alongside transport infrastructure improvements <p>Policy SER1 North of London Road, Rayleigh</p> <ul style="list-style-type: none"> Approximately 550 dwellings could be accommodated on the site covering 47.5ha, including a link road between Rawreth Lane and London Road. <p>Policy SER2 West Rochford</p> <ul style="list-style-type: none"> The site covers 28.5ha and could accommodate 600 dwellings and local highway capacity improvements <p>Policy SER4 South Hawkwell</p> <ul style="list-style-type: none"> The site covers 11.3ha and could accommodate 175 dwellings during the plan period Policy SER6 South West Hullbridge 23.4ha of land is allocated for approximately 500 dwellings during the plan period <p>Policy SER8 South east Ashingdon</p> <ul style="list-style-type: none"> The 23.5ha site is capable to accommodate a minimum of 500 dwellings during the plan period <p>Policy SER9 West Great Wakering</p> <ul style="list-style-type: none"> 13ha of land is allocated for approximately 250 dwellings <p><u>The document includes a series of economic policies including:</u></p> <p>Policy NEL1 West of the A1245, Rayleigh</p> <ul style="list-style-type: none"> 8.8ha of land is allocated for employment uses

TENDRING DISTRICT COUNCIL

The current Local Plan was adopted in 2017 and forecasts the growth of the Borough to 2033.

DOCUMENT RELEVANCE

 <p>Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Harwich, Clacton-on-Sea, Dovercourt and the Tendring Colchester Borders Garden Community. The Local Plan covers the period from 2013 to 2033 and sets a minimum housing growth target of 11,000 new dwellings by 2033. A target of 490 additional jobs per year is also set to be achieved by 2033.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy SP5 Infrastructure and Connectivity</p> <ul style="list-style-type: none"> Development must be supported by the provision of infrastructure, services and facilities that are identified to serve the needs arising from new developments. The development should incorporate sustainable travel and prioritise public transport Improved road infrastructure to provide reliable journey times along the A12, A120 and A133 Improved junctions on the A12 to reduce congestion A dualled A120 between the A12 and Braintree <p>Policy SP6 Place Shaping Principles</p> <ul style="list-style-type: none"> Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of private car <p>Policy CP1 Sustainable Transport and Accessibility</p> <ul style="list-style-type: none"> Encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport. <p>Policy CP2 Improving the Transport Network</p> <ul style="list-style-type: none"> Proposals for new development which contribute to the provision of a safe and efficient transport network that offers a range of sustainable transport choices <p><u>The document includes a series of residential policies including:</u></p> <p>Policy SP3 Meeting Housing Needs</p> <ul style="list-style-type: none"> Tendring – 11,000 dwellings by 2033 <p>Policy SP7 Development and Delivery of New Garden Communities in North Essex</p> <ul style="list-style-type: none"> Tendring / Colchester Borders – a new Garden Community will deliver 2,500 homes within the plan period (as part
--	--

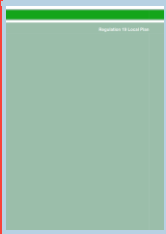
DOCUMENT RELEVANCE

	<p>of an overall total of between 7,000-9,000 homes to be delivered beyond 2033)</p> <p>Policy LP 1 Housing Supply</p> <ul style="list-style-type: none"> ▪ Net dwelling completions 2013-2017 – 1,374 dwellings ▪ Large sites with planning consents – 4,779 dwellings ▪ Small sites with planning consents – 1,399 dwellings ▪ Strategic allocations (mixed use) – 2,230 dwellings ▪ Strategic allocations (Housing) – 464 dwellings ▪ Medium sized allocations – 505 dwellings ▪ Tendring Colchester Borders Garden Community – 1,250 dwellings <p>Policy SAMU2 Development at Hartley Gardens, Clacton</p> <ul style="list-style-type: none"> ▪ Land north of Bockings Elm is allocated for 800-1,000 dwellings and at least 7ha of employment land. The development must also include a link road between the A133 and B1027 <p>Policy SAMU3 Development at Oakwood Park, Clacton</p> <ul style="list-style-type: none"> ▪ 21.1ha is allocated for at least 500 dwellings and a new primary school <p>Policy SAMU4 Development at Rouses Farm, Jaywick Lane, Clacton</p> <ul style="list-style-type: none"> ▪ At least 850 dwellings are proposed on the site, a new primary school and a new spine road with a carriageway width of 6.75 metres <p>Policy SAH2 Development Low Road, Dovercourt</p> <ul style="list-style-type: none"> ▪ At least 300 dwellings are proposed on the allocation <p><u>The document includes a series of economic policies including:</u></p> <p>Policy SP4 Providing for Employment and Retail</p> <ul style="list-style-type: none"> ▪ Between 20 to 38ha of B-use employment land is required to 2033. <p>Policy PP7 Employment Allocations</p> <ul style="list-style-type: none"> ▪ Tendring Colchester Borders Garden Community – 6ha allocated for employment development <p>Policy SAE4 Mercedes Site, Bathside Bay</p> <ul style="list-style-type: none"> ▪ 7.4ha is proposed for employment use, including the potential relocation of some aspects of the current port facility
--	---

UTTLESFORD DISTRICT COUNCIL

A new Local Plan has been produced that forecasts growth to 2033, and once adopted, will replace the current Local Plan.

DOCUMENT RELEVANCE

 <p>Uttlesford Local Plan Regulation 19 Pre-Submission (June 2018)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Saffron Walden and Great Dunmow. The Local Plan covers the period from 2011 to 2033 and sets a minimum housing growth target of 14,000 new dwellings by 2033. A target of 14,000 additional jobs is also set to be achieved by 2033.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy TA 1 Accessible Development</p> <ul style="list-style-type: none"> ▪ Development and transport planning will be co-ordinated to reduce the need to travel by car, increase public transport use, cycling and walking <p>Policy TA2 Sustainable Transport</p> <ul style="list-style-type: none"> ▪ Sustainable modes of transport should be facilitated through new development and priority given to sustainable modes. <p>Policy TA 4 New Transport Infrastructure or Measures</p> <ul style="list-style-type: none"> ▪ Walking and cycling improvements ▪ Rapid transit corridors ▪ Rail improvements ▪ Strategic highway improvements ▪ Local highway improvements <p><u>The document includes a series of residential policies including:</u></p> <p>Policy SP3 The Scale and Distribution of Housing Development</p> <ul style="list-style-type: none"> ▪ Saffron Walden – 315 dwellings ▪ Great Dunmow – 767 dwellings ▪ Elsenham – 170 dwellings ▪ Newport – 94 dwellings ▪ Stansted Mountfitchet – 40 dwellings ▪ Takeley / Little Canfield – 20 dwellings ▪ Type A and Type B Villages – 134 dwellings ▪ Easton Park Garden Community – 1,925 dwellings ▪ North Uttlesford Garden Community – 1,925 dwellings ▪ West of Braintree Garden Community – 970 dwellings <p>Policy SP6 Easton Park Garden Community</p>
--	--

DOCUMENT RELEVANCE

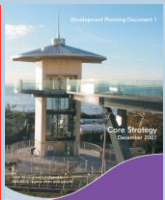
	<ul style="list-style-type: none"> ▪ 10,00 dwellings will be delivered on the site, with 1,925 delivered during the plan period. The new community will include a mix of retail, business and community uses, a package of transport infrastructure improvements and measures to encourage sustainable travel <p>Policy SP7 North Uttlesford Garden Community</p> <ul style="list-style-type: none"> ▪ The allocation will deliver 5,00 dwellings, with 1,925 dwellings delivered during the plan period. The development will involve a range of employment opportunities, retail, business and community uses and a package of transport infrastructure improvements <p>Policy GtDUN1 Land west and south west of Great Dunmow</p> <ul style="list-style-type: none"> ▪ 31ha are allocated for approximately 400 dwellings, a new secondary school and a package of sustainable transport measures <p>Policy GtDUN9 Land west of Woodside Way</p> <ul style="list-style-type: none"> ▪ 790 dwellings are proposed on a 53ha allocation site, a primary school and a package of transport measures <p>Policy SAF8 Land south of Radwinter Road</p> <ul style="list-style-type: none"> ▪ 200 dwellings are proposed on a 14.2ha development site, with allocations for a primary school and 0.5ha for employment B1 use <p><u>The document includes a series of economic policies including:</u></p> <p>Policy SP11 Northern Stansted Employment Area</p> <ul style="list-style-type: none"> ▪ The 55ha site is allocated for B2 and B8 employment uses <p>Policy LtCAN 1 Land to the south of B1256 Little Canfield</p> <ul style="list-style-type: none"> ▪ 6.2ha is allocated for a new Council Depot <p>Policy LtCHE1 Chesterford Research Park</p> <ul style="list-style-type: none"> ▪ 29.4ha are allocated for B1b use (research and development) and associated activities
--	---

SOUTHEND-ON-SEA

SOUTHEND-ON-SEA BOROUGH COUNCIL

The Core Strategy sets out the spatial development for the whole Borough until 2021. Southend Borough Council is in the process of updating its adopted Local Plan and has just completed the Issues and Options stage.

DOCUMENT RELEVANCE

 <p>Southend-on-Sea Core Strategy Development Planning Document 1 (Development 2007)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Southend Town Centre and Central Area, Shoeburyness and the district centres of Westcliff, and Leigh. The Local Plan covers the period from 2001 to 2021 and sets a minimum housing growth target of 6,500 new dwellings by 2021. A target of 13,000 additional jobs is also set to be achieved by 2021.</p> <p><u>The Local Plan includes a series of Transport Policies including:</u></p> <p>Policy CP3:</p> <ul style="list-style-type: none"> ▪ improving the road and rail network to deliver improvements to accessibility, traffic flows, travel choice and freight distribution ▪ improving the A127/A1159 east-west strategic transport and freight corridor including junction improvements at Progress Road, Kent Elms, The Bell, Cuckoo Corner, Sutton Road, Fairfax Drive, East/West Street and Victoria Circus; ▪ improving accessibility to key development opportunity sites, including improved access to Shoeburyness and London Southend Airport to support the potential of the Airport to function as a catalyst for economic growth; ▪ providing for the development of high quality transport interchanges at Southend and the key urban interchanges at Leigh Railway Station, Shoeburyness Railway Station, Southend Hospital and London Southend Airport; ▪ widening travel choice, particularly by car share, rail, bus, including social transport, taxi, cycling and walking, including the development of 'showcase' bus priority corridors and completion of the national and regional Sustrans cycle routes; ▪ making provision and safeguarding appropriate corridors/land for new modes of passenger transport, such as the 'South Essex Rapid Transit' (SERT) system and potential for 'park and ride' schemes; ▪ realising the potential of the River Thames to function as a sustainable transport corridor, including improved access to Leigh Port, subject to environmental considerations; ▪ providing for state of the art communications, signing and intelligent transport management systems, including maximising the opportunities of the pan – European fibre optic network; ▪ improving road safety, quality of life and equality of access for all. <p><u>The document includes a series of residential policies including:</u></p> <p>Policy KP1 Spatial Strategy</p> <ul style="list-style-type: none"> ▪ Southend Town Centre and Central area – 2,000 new dwellings
--	---

The document includes a series of economic policies including:

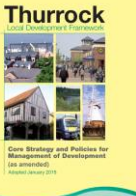
Policy KP1 Spatial Strategy

- 6,500 new jobs to be created during the plan period

THURROCK

The Local Development Framework Core Strategy sets out the targets for spatial development from 2011 to 2026. The current Core Strategy was adopted in 2015, however, Thurrock is now creating a new Local Plan that will supersede the current Core Strategy.

DOCUMENT	RELEVANCE
----------	-----------

 <p>Thurrock Local Development Framework Core Strategy and Policies for Management of Development 2011-2026 (January 2015)</p>	<p>Relevant to this study the plan identifies that most of the growth in the district will be focused around Purfleet, Lakeside / West Thurrock, Grays, Tilbury, London Gateway / Corringham and Stanford-Le-Hope. The Local Plan covers the period from 2011 to 2026 and sets a minimum housing growth target of 23,250 new dwellings by 2026. A target of 26,000 additional jobs is also set to be achieved by 2026.</p> <p>The Local Plan includes a series of Transport Policies including:</p> <p>Policy CSSP3 Sustainable Infrastructure:</p> <ul style="list-style-type: none"> M25 widening to dual four lanes north of Junction 30 M25 Junction 30/31 improvements Lakeside, A13 improved accessibility east and west A1014 London Gateway Improvements Bus services infrastructure improvements 12-car platform lengthening at stations within Thurrock New station at West Thurrock Rail-freight terminal at London Gateway and West Thurrock <p>Policy CSTP14 Transport in the Thurrock Urban Area</p> <ul style="list-style-type: none"> Deliver the National Cycle Network Route 13 Improve public transport infrastructure, through the phased delivery of the South Essex Rapid Transit (SERT) <p>Policy CSTP15 Transport in Greater Thurrock</p> <ul style="list-style-type: none"> Develop walking and cycling routes that link to the Thurrock urban area and that link the National Cycle Network Route 13 to employment. <p>The document includes a series of residential policies including:</p> <p>Policy CSSP1 Sustainable Housing and Locations</p> <p>Housing between 2009-2021</p> <ul style="list-style-type: none"> Purfleet – 3,180 dwellings West Thurrock / Lakeside Basin – 3,365 dwellings Grays – 2,605 dwellings Tilbury, including Town Centre – 470 dwellings Chadwell St Mary – 390 dwellings Outlying settlements north of the A13 – approx. 2,100 dwellings Outlying settlements south of the A13 – approx. 580 dwellings Stanford-Le-Hope – 330 dwellings North-east Grays Urban Extension – 460 dwellings <p>Housing between 2021 and 2026</p> <ul style="list-style-type: none"> Lakeside Basin – 2,600 dwellings Tilbury Town centre – 546 dwellings Grays (broad area) – 1,935 dwellings West Thurrock – 279 dwellings Stanford-Le-Hope and Corringham – 250 dwellings <p>The document includes a series of economic policies including:</p> <p>Policy CSSP2 Sustainable Employment Growth</p> <ul style="list-style-type: none"> The Key Strategic Economic Hubs will provide approximately 456 Ha (gross) of employment land, including the c.245Ha at the London Gateway development. Purfleet – 2,800 jobs Grays – 1,650 jobs Lakeside Basin / West Thurrock – 7,000-9,000 jobs Tilbury – 1,600-3,800 jobs London Gateway – 11,000-13,000 jobs Other sites – 1,700 jobs
---	--