

Statement of Common Ground between the North Essex Authorities and Uttlesford District Council

November 2019

Introduction

This Statement of Common Ground has been prepared jointly between the parties consisting of Braintree District Council, Colchester Borough Council and Tendring District Council (collectively known as the North Essex Authorities or NEAs) and Uttlesford District Council (UDC).

This Statement of Common Ground is an update to SCG/009 and SCG/009a which have previously been signed by the local authorities and submitted as evidence to this examination. ED55 is a further Statement of Common Ground which was signed by Braintree District Council and Uttlesford District Council as part of the Uttlesford District Council Local Plan examination. That document is **Appendix 1** to this document.

Progress of the Uttlesford District Council Local Plan

The UDC Local Plan was submitted for examination on 18 January 2019 with the first stage examination hearing sessions occurring in July 2019. UDC have been advised by their Inspectors that a letter regarding the outcomes of the first stage examination will be received after the general election. PINs are committed to expediting the Inspectors' report once the election has passed but no firm date has been provided. Any update as to this will be provided to the Inspector in a timely manner.

Duty to Co-operate

Uttlesford District Council (UDC) agrees that the NEAs have continued to work collaboratively on all cross boundary and strategic issues, including the West of Braintree Garden Community. Effective and ongoing joint working has and will continue to be undertaken.

UDC had no comments to make on the documents published by the NEAs for consultation in August 2019.

West of Braintree Garden Community Housing Trajectory

The Councils are committed to working together on a boundary blind community where the development would take place on the most appropriate part of the site, regardless of its location within one local authority area or another.

A revised trajectory for the delivery of the Garden Community at West of Braintree has been prepared and will be implemented and monitored jointly if the Garden Community forms part of the adopted Local Plan for the NEAs and UDC. The table below sets out that revised trajectory as it relates to the two authorities.

Year	2023/4	2024/5	2025/6	2026/7	2027/8	2028/9	2029/30	2030/31	2031/32	2032/3
BDC	100	200	220	220	220	220	220	220	220	220
UDC	0	0	80	80	80	80	80	80	80	80
Total	100	200	300	300	300	300	300	300	300	300

UDC have worked with the NEAs and support modification 95 set out in document EB/091 Suggested Amendments to the Braintree, Colchester and Tendring Section One Local Plan July 2019. Further detail of the joint monitoring arrangements will be set out in a Joint Development Plan Document should the respective Local Plans be approved. The same wording could be added to the Uttlesford Local Plan if required by the Inspector.

Uttlesford District Council considers that its part of West of Braintree GC within Uttlesford alone is not of sufficient scale to deliver the necessary infrastructure to support a sustainable new settlement. It is necessary for the larger part of the new community within Braintree District's borders to be delivered for that within Uttlesford to be delivered too. The parties agree that there is no need for the UDC/NEA plans to try and secure delivery in each other's local plan policies as each plan would have status in its own right. There will also be opportunities for this in the DPDs where this would be beneficial although it is not essential for any specific delivery at this stage.

Transport

Uttlesford District Council has with Essex County Council undertaken extensive work for its examination on the Rapid Transit System proposed to in time link up Stansted Airport to Colchester. The work closely mirrors that done for the parallel NEAs RTS work on the A120 corridor (indeed with the same companies and lead consultant) settings out the costs and phasing for the various links assisting future funding bids. This supports the delivery of the RTS between Stansted Airport and West of Braintree GC and also the full route to Colchester. 'Route 3' from Stansted Airport to Easton Park Garden Community, Great Dunmow West of Braintree and Braintree town will be in operation from 2033 as set out in EB/079 Rapid Transit System for North Essex from Vision to Plan. However both parties agree that the RTS link between West of Braintree and its nearest higher tier settlement, Braintree, will be in place at the same time as the first homes are occupied on the site.

The latest rapid transit work for the NEA examination is attached as **Appendix 2** to this document. Both parties agree this work is comprehensive and will contribute to a whole system approach to considering transport solutions in the A120 corridor and beyond.

Both UDC and the NEAs transport modelling indicate that traffic impacts would be acceptable for West of Braintree eastwards with existing programmed measures on the A120 to Marks Farm roundabout. Traffic from West of Braintree will travel to Braintree, Stansted Airport, and Chelmsford as major employment destinations as well as further eastwards towards Colchester. The airport is of national and regional economic significance and a major hub for public transport.

Employment

Uttlesford District Council has submitted a main modification to the Inspectors looking at their Local Plan regarding the amount of employment land to be allocated within the West of Braintree Garden Community on the Uttlesford side of the border. This can be found in the schedule of main modifications for this examination at MM/3/017 [\[link\]](#). Both parties therefore agree that it is appropriate for employment land to be added to the respective policies in the Local Plans and more detail on types of employment and locations will be set out in a future DPD.

Heritage

Both parties note the additional work that was carried out on heritage and published for the UDC Local Plan examination ([link](#)) and refer to the SOCG ([link](#)) between UDC and Historic England that includes West of Braintree. Both parties are committed to carrying out a full Heritage Impact Assessment at the DPD stage where impacts of built development can be more appropriately

considered. Both parties agree that areas of sensitivity identified can be avoided through master planning whilst still delivering the requirements of the respective Local Plan policies.

Overflying Aircraft

Both parties agree that aircraft overflight of WoB from planes travelling in and out of Stansted Airport has been considered and does not provide a justifiable reason for non-allocation of the WoB site. This matter was considered in detail at the UDC Local Plan examination at which the operator or Stansted Airport Group (MAG) was also in attendance.

Portfolio Holder for Planning and the Local Plan

Signed on behalf of the NEAs

Cabinet Member for Planning