

Seeking the most sustainable, community-led plan in the country...

Braintree District Council's review of the Local Plan to 2041

This is the submission of the 'Braintree District – Better Together' group, which is a Facebook group for residents of the district with an interest in planning & the environment. It has 900 members. We are responding to Braintree District Council (BDC)'s request for input on topics including 'housing, employment, green spaces, transportation, infrastructure or any other aspect of the community' during its review of the local plan. We are aware of changes to the National Planning Policy Framework (NPPF) which are under consultation (which BDC will have to work to), and the introduction of a Planning and Infrastructure Bill which is yet to be presented to Parliament.

We set out the submission as follows:

- Vision & Priorities
 - Vision
 - Policy asks
 - Involving communities
 - Design code
 - Viability
 - New towns
- Delivering on previous policies
- Policy considerations for key issues
- Learning from elsewhere
- Appendices
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 - background data



Submitted to planningpolicy@braintree.gov.uk by Rosie Pearson (stopurbansprawlnow@gmail.com)

BRAINTREE DISTRICT – BETTER TOGETHER

1. Vision & Priorities

1.1. Vision

- 1.1.1. Let's make Braintree's Local Plan the most sustainable and community-led in the country.
- 1.1.2. We seek a local plan that puts local communities first, is in accordance with the Statement of Community Involvement and takes into account Neighbourhood Plans and respects these plans.
- 1.1.3. The plan must protect the rural nature, character and beauty of our district and the vibrancy and heritage of our villages & market towns for future generations.
- 1.1.4. We wish to see economic and social well-being of residents *without* over-development and without losing our best farmland, and recognising the importance of food security.
- 1.1.5. Connectivity must be a top priority, with options for all to shift to active or public transport when possible.
- 1.1.6. It must be acknowledged that our major roads, particularly A12 and A120, are over-capacity and cannot support significant development.
- 1.1.7. By championing sustainable development, resilient infrastructure, and community engagement, we aim to create a district where residents can live, work, and enjoy a high quality of life in harmony with nature.
- 1.1.8. We should celebrate the beauty and heritage of our district and encourage tourism.
- 1.1.9. The plan will be rigorously monitored to ensure that its policy goals are achieved.



Developments should be on brownfield land with good accessibility by foot, bike and bus to services, and designed collaboratively – like Coggeshall West

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1.2. Policy asks

1.2.1. We therefore wish to see policies as follows:

1.2.2. **Brownfield first.** Ensure a strict brownfield first approach to housing development, with strenuous efforts by the council to identify and bring forward brownfield sites. The Strategic Housing Land Availability Assessment must be revisited because it included sites potentially suitable for inclusion in the last local plan which were listed as previously developed but were not included. No greenfield sites should be developed when previously developed land is available.

1.2.3. **Farmland first.** Strongly protect our best arable land and recognise the importance of food security. This must include policies which favour solar on rooftops & car parks.

1.2.4. **Nature first.**

- Include a 20% biodiversity net gain for all developments in the district¹.
- insist on the retention of trees and hedgerows on a development site.
- Fully take into account the (soon to be published) Local Nature Recovery Strategy and community initiatives such as the North Essex Farm Cluster and community proposals for Wethersfield Airbase.

1.2.5. **Infrastructure first.** Test viability at call-for-sites selection stage. Robustly set out viability requirements in order that developers can be held to account to deliver their infrastructure & affordability promises and set out strong enforcement policies. Take a strategic approach to ensure that district-wide priorities are delivered, not ad-hoc infrastructure on a per development basis. Nottingham's workplace charging scheme is an excellent example of how to deliver infrastructure.

1.2.6. **Public & active travel first.** Only new developments that can demonstrate they will achieve a majority of trips by walking & cycling & public transport should be permitted.

1.2.7. **Affordable for locals first.** The local plan housing target must reflect local need and address that need, delivering homes that residents can afford. Unlike in 2020, the council should not adopt a target nearly twice what is required.

1.2.8. **Community first.** Support community energy and community housing projects.

1.2.9. **Support town & village centres and rural businesses.** Help retain the vibrancy of our settlements and reduce car-dependency. Create rural jobs, including in tourism to celebrate our district's landscapes & heritage².



No more of this!

¹ while understanding that guidance requires this to be justified and supported by evidence.

² <https://dedhamvale-nl.org.uk/wp-content/uploads/2022/11/Dedham-Vale-AONB-Report-2021.pdf>

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1.3. Involving communities

1.3.1. Throughout plan-making, we wish to see strong and positive community engagement and collaboration to achieve a positive future for our district.

1.3.2. **Issues with community engagement.**

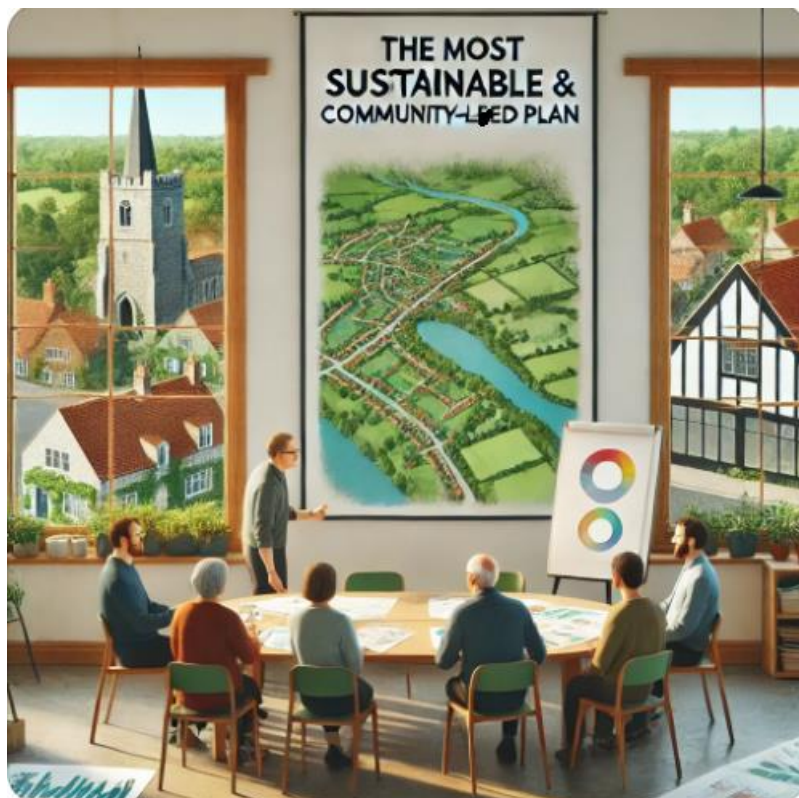
1.3.3. However, we are already concerned that:

1.3.3.1. The council has not held, and will not hold, a formal Issues & Options consultation, as required in the Statement of Community Involvement. Not only does this pose a legal risk to the local plan review but it indicates that the council has no desire to create a community-led plan. This contravenes the council's Statement of Community Involvement, a document which was consulted upon, remains valid and holds legal weight.

1.3.3.2. The SCI states that (in paras 5.2 and 5.18) a local plan process will commence with an Issues & Scoping phase and be followed by the 'Reg 18' Preferred Options and 'Reg 19' Draft Publication Plan consultations.

1.3.3.3. The SCI also refers to the need, set out within the National Planning Policy Framework, for early, proportionate and effective engagement, and for early and ongoing community involvement. The aim set out in the SCI is that the community should have the chance to influence local decisions. This was first raised with the council's Chief Executive on 27 May but despite correspondence, has not been addressed.

1.3.3.4. The council has not responded to requests by Rosie Pearson (via Cllr Spray) on 10 February ago for the creation of a Community Stakeholder Forum³, modelled on Uttlesford District's approach.



³ <https://www.uttlesford.gov.uk/Consultation-and-the-Community-Stakeholder-Forum>

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- 1.3.3.5. This summer's 'call for input', which appears to be an attempt to replace the I&O stage, does not constitute a formal consultation. We ask the council to explain who has been notified about the call for input and by what methods.
- 1.3.3.6. The 'call for input', at only six weeks long, is too short and does not allow adequate time to give a considered response and is in breach of Gunning Principle 3⁴.
- 1.3.3.7. It is during the summer holidays when residents are away and when many Parish Councils are not meeting.
- 1.3.3.8. The deadline of 16 August, when some decisions will be announced at the first Local Plan meeting on 2 September will not allow the council to give conscientious consideration to submissions, in breach of Gunning Principle 4.
- 1.3.3.9. there is sufficient information to give 'intelligent consideration'
- 1.3.3.10. Gunning Principle 2 requires that the information provided must be available, accessible, and easily interpretable for consultees to provide an informed response. There is no information! The general public has not been given sight of the call for sites map and Parish Councils have only been sent sites in their parish.
- 1.3.4. We remind the council that the Levelling Up and Regeneration Act 2023 (LURA) supports and encourages community input into the local plan. It reinforces the importance of SCI's, which are intended to ensure transparency and accountability. A plan is intended to meet the preferences of the community.
- 1.3.5. LURA emphasises making the consultation process accessible to all members of the community, including those who might be less likely to engage in traditional consultation methods. This includes using digital platforms and outreach programs to ensure a wide range of voices are heard. We are not convinced that the request for input running until August 16th meets these criteria.
- 1.3.6. Feedback and Iteration: Authorities are required to consider the feedback received from the community and demonstrate how this input has influenced the local plan. This iterative process ensures that the final plan is responsive to the community's needs and concerns. We very much hope that, unlike in the previous local plan, adherence to LURA by the council will ensure this happens.
- 1.3.7. The council's **Design Code** must be developed with strong community input as required in the LURA. This legislation aims to ensure that local design codes reflect the preferences and needs of the communities they serve. The Act mandates that local planning authorities engage with local communities and stakeholders during the preparation of these design codes.
- 1.3.8. This process is designed to be inclusive and collaborative, enabling residents to have a say in the design and appearance of new developments in their area. By involving the community, the Act seeks to create more locally distinctive and high-quality built environments that better meet the expectations and desires of local people.
- 1.3.9. We seek to understand how local residents will be involved with the development of the council's Design Code.

⁴ [The Gunning Principles.pdf \(local.gov.uk\)](#)

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1.4. Viability

- 1.4.1. For a Plan to be sound, the sites within it must be shown to be deliverable. The bigger a proposed development, the greater the importance of demonstrating that infrastructure and affordable housing are capable of being delivered. We ask the council to take an early and robust approach to viability of sites, at the point at which the sites submitted in the call for sites are reviewed.
- 1.4.2. It is imperative that the local plan is deliverable so that residents do not find that market housing is built but without affordable housing and infrastructure.
- 1.4.3. We need only to look at Gilston new town which is delivering only a fraction of the affordable housing policy requires and at Tendring Colchester Borders Garden Community which is no longer able to deliver a link road, and will have a 'road to nowhere'. This cannot be allowed to happen and is entirely preventable through the use of rigorous viability appraisals.
- 1.4.4. There must be robust and early checking of developer viability appraisals, before large sites are allocated. See Appendix 1 for email sent to BDC on 3/8/24 raising the requirement for early viability appraisals.



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1.5. New towns

- 1.5.1. New towns have been clearly demonstrated, in 2018 and 2020, to be unviable, unsustainable, unpopular and undeliverable (while also costing the council over £1m of tax-payers' money). We seek commitments that not a penny of tax-payers' money will be used to pursue new towns again.
- 1.5.2. Note that for a new town to be viable, government funding is a pre-requisite. The only 'North Essex Garden Community' to be included in the last joint local plan was an urban extension of Colchester, thus reducing its infrastructure costs versus standalone new towns, *and* it was the recipient of a Housing Infrastructure Fund grant. Yet despite the grant, the proposal is still unable to deliver the full link road promised, or a sophisticated mass rapid transit system as promised.
- 1.5.3. It should also be noted, as per the Inspector's letters, that delivery of a new settlement is a slow and risky process, both in terms of planning and delivery.
- 1.5.4. It is imperative that the council has its eyes wide open and refers regularly to the two Inspector's letters.



No more of this, please. Take residents' views on board.

2. Delivering on previous policies

- 2.1. We set out below the range of concerns that residents have about the failures to deliver policy promises on recent housing developments and we urge the council to consider adopting a Community Infrastructure Levy policy⁵.
- 2.2. The following are a series of anecdotal comments from residents which illustrate that delivery of promises and/or required infrastructure and services are too often not forthcoming. Section 106 negotiations need to be robust and managed through to delivery. The Local Plan Review must recognise these issues and address them, and a Community Infrastructure Levy should be adopted.
- 2.3. Clause 113 of the LURA grants local planning authorities the power to decline planning applications based on a developer's past performance, particularly if there is a history of non-implementation of previously approved projects. This provision is intended to hold developers accountable and ensure they fulfill their commitments regarding infrastructure and housing delivery.

⁵ Depending on reforms that were proposed by the previous government.

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- 2.3.1. **Springwood.** Road. 24/00380/S106A. The developer sought an amendment for removal of the obligation for the Adjoining Site Link Road to be provided prior to the occupation of more than 50 dwellings. The developer now proposes to develop the full 575 units at Towerlands without the Link Road. Instead, other measures such as a travel plan, extension of cycleway to Tabor Academy and Pierrefitte junction improvements are proposed.
- 2.4. **Cressing.** We have an abandoned development in Cressing because builders went bust, but they're still building more houses around here. No services, nothing just more roundabouts and road closures. Just constant disruption for residents with zero out back into the community. Very sad.
- 2.5. **Halstead.** In Halstead we lost a dozen ancient oaks and they had the cheek to name the estate, Oakwood Park! There are no school places and the surgery is sinking.
- 2.6. Halstead has had at least 3 major developments and more to come
- 2.7. Still only one doctor's surgery, dentists not taking on NHS, 3 primary schools and Ramsey oversubscribed. Traffic worse
- 2.8. **Silver End.** Constant development happening, no upgrade at all to the footpaths, infrastructure, road calming, nothing.
- 2.9. No additional doctors or availability of appointments, larger surgery planned. No additional school places. Those are a few things that spring to mind to support the local residents and families in the new builds.
- 2.10. From The Telegraph, Cllr James Abbott: *"We are actively talking to the district council, alongside the parish council, about delivery of much needed improvements funded from the S106 payments from several major housing developments around Silver End and the nearby village of Cressing. But it is a slow process and there is no sign yet that the single most important improvement – the expansion of the GP surgery – is moving ahead. That also requires the agreement of the NHS, which asked for health s106 payments on all the new housing estates in this area, due to need."*
- 2.11. *Some of the big increase in housing development locally was planned, but several of the estates were granted on appeal. Either way, there is zero on-site provision of services on any of the new housing estates. That makes the delivery of s106 funded improvements even more important, but to date it has been a complex and frustrating process, as residents made clear at our meeting at the village hall."*
- 2.12. **Witham.** In the 'Gimsons' Witham development BDC stood to get £2.8 million for a ransom strip of land if highways gave permission for a road. They gave permission on condition of a cycleway. It was in the plans that BDC agreed. But at the end of the day it wasn't put in because it went through the park where cycling isn't permitted. They knew at the start because I told them. Bellway refused for some reason not to route it through the development. It looks as if it was a stitch up from day one



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3. Policy considerations for key issues

Issue	Existing NPPF	Aug 2024 NPPF para	LURA
3.1. Inadequate Affordable Housing	Paragraph 61 of the NPPF states that "strategic policies should, as a minimum, provide for objectively assessed needs for housing". Paragraph 63 further emphasizes the need for a mix of housing types to meet the needs of different groups.	61-63	Clause 100: This clause introduces the Infrastructure Levy, replacing Section 106 agreements, to ensure that developer contributions continue to support affordable housing. Local authorities are mandated to use the Infrastructure Levy to deliver at least as much affordable housing as the previous system. Additionally, the clause allows local authorities to require developers to provide on-site affordable housing as part of their contributions
3.2. Traffic congestion & lack of active & public transport options	Paragraph 108 of the NPPF encourages sustainable transport options, stating that "transport issues should be considered from the earliest stages of plan-making". Paragraph 102 encourages solutions that support reductions in greenhouse gas emissions and reduce congestion.	Chapter 9 Promoting Sustainable Transport	Clause 97: Highlights the need for development plans to support active travel. This includes creating and enhancing infrastructure for walking and cycling, ensuring that new developments are accessible by these modes of transport, and integrating active travel into the broader transport network. Clause 93: Emphasizes the role of public transport in development

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			planning. Local plans must include provisions for improving public transport accessibility and integrating transport planning with land use planning to reduce car dependency and support sustainable transport options.
3.3. Pressure on local services	Paragraph 97 highlights the importance of providing social, recreational, and cultural facilities and services the community needs.	Para 95	
3.4. Threats to Nature and Green Spaces	Paragraph 180 emphasizes the need to protect and enhance valued landscapes and biodiversity, and Paragraph 1 requires planning policies to avoid harm to biodiversity.	Para 180. & note footnote 63: Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality	Clause 95: This clause introduces the requirement for development plans to incorporate sustainability principles. Local authorities are mandated to ensure that their development plans contribute to achieving sustainable development goals, addressing environmental, social, and economic sustainability.
3.5. Lack of Community Involvement in Shaping the District's Future	Paragraph 16c sets out that plans should "be shaped by early, proportionate and effective engagement between plan-makers and communities".	Para 16c	
3.6. Brownfield first	Paragraph 124c promotes the effective use of land by reusing	Para 122c	Clause 92: Focuses on the promotion of brownfield land

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	land that has been previously developed (brownfield land).		development. Local authorities are required to prioritise the reuse of previously developed land to support urban regeneration and reduce the pressure on undeveloped greenfield sites.
3.7. Prevent car-dependent sprawl & encourage gentle density, compact neighbourhoods	Chapter 11 emphasises the efficient use of land and advocates for policies to optimize the use of land in meeting housing needs. Paragraph 96c promotes the provision of social, recreational, and cultural facilities and services the community needs, accessible on foot or by bicycle.	Chapter 11 Para 94c Para 112a requires a vision-led approach	Clause 94: Addresses the need for appropriate urban density. It encourages higher density developments in areas with good public transport connectivity to optimize land use and support sustainable urban growth. This clause ensures that local plans include policies that facilitate higher density where suitable, contributing to more efficient land use and vibrant communities.
3.8. Climate Change and Resilience	Paragraph 158 requires plans to take a proactive approach to mitigating and adapting to climate change, including risk from flooding and coastal change.	Para 7 Sustainable Development Para 159 Para 122b	Clause 95: This clause requires that development plans incorporate measures to address climate change. Local planning authorities must consider the impact of their plans on climate change and integrate sustainable practices into their strategies. This

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			includes promoting renewable energy, enhancing green infrastructure, and ensuring developments are resilient to climate impacts
3.9. Heritage and Cultural Preservation	Chapter 16 emphasizes the need to sustain and enhance the historic environment.	Chapter 16	
3.10. Infrastructure & services	Paragraph 20b highlights the need for strategic policies to make sufficient provision for infrastructure, including transport, telecommunications, security, waste management, water supply, wastewater, flood risk management, and the provision of minerals and energy.	Para 20b	New infrastructure levy
3.11. Sustainable Design and Construction	Design guides	Design guides	Clause 95: local development plans to incorporate measures to address climate change, including sustainable construction. Local authorities must ensure that new developments are designed to minimize their environmental impact through sustainable building practices. This includes energy-efficient designs, use of renewable energy sources, and materials that reduce carbon footprints

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4. Learning from other Local Plans



4.1. Below are some examples of local plans in England that set high standards for sustainability, active travel, brownfield first development, public transport, and high-density housing:

4.2. London Plan

- Sustainability: The London Plan includes policies to achieve zero carbon development and increase green infrastructure.
- Active Travel: There are strong policies to enhance walking and cycling networks.
- Brownfield First: The plan prioritizes the use of brownfield land for new housing and mixed-use development.
- Public Transport: It promotes the development of new public transport links and improvements to existing services.
- High Density: The plan encourages high-density development in well-connected areas to optimize land use and support vibrant communities.

4.3. Oxford Local Plan 2036

- Sustainability: The Oxford Local Plan includes measures to promote sustainable building practices and renewable energy use.
- Active Travel: It aims to improve infrastructure for walking and cycling throughout the city.
- Brownfield First: The plan focuses on the redevelopment of previously developed land before considering greenfield sites.
- Public Transport: It supports the enhancement of public transport services to reduce car use.
- High Density: The plan encourages higher density developments, particularly in the city center and around transport hubs.

4.4. Bristol Local Plan Review

- Sustainability: Bristol's plan sets ambitious targets for carbon reduction and energy efficiency.
- Active Travel: It includes policies to create a more walkable and cycle-friendly city.
- Brownfield First: The plan prioritizes the regeneration of brownfield sites for new development.
- Public Transport: It supports significant investments in public transport infrastructure.
- High Density: The plan promotes higher density development in appropriate locations to maximize land use efficiency.

4.5. Leeds Local Plan

- Sustainability: The Leeds Local Plan emphasizes sustainable construction methods and energy efficiency.

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- Active Travel: It focuses on improving facilities for cyclists and pedestrians.
- Brownfield First: The plan aims to prioritize brownfield land for new housing developments.
- Public Transport: It supports the development of new public transport routes and services.
- High Density: The plan encourages high-density residential and mixed-use developments in urban centres.

4.6. Greater Manchester Spatial Framework (GMSF)

- Sustainability: The GMSF focuses on reducing carbon emissions and promoting energy efficiency in new developments.
- Active Travel: It emphasizes the development of pedestrian and cycle-friendly infrastructure.
- Brownfield First: The plan prioritizes brownfield sites for development to protect greenbelt land.
- Public Transport: The framework supports the expansion of public transport networks to reduce car dependency.
- High Density: It encourages high-density developments in urban areas to make efficient use of land.

Appendices

Viability

Email sent to BDC 3/8/24

Good morning, Dominic

Given the very large standalone sites submitted to BDC in the call for sites, I would like to raise the importance of viability in appraising strategic sites from the outset i.e. right now!

Helpfully, this is set out in the clearest of terms in the 2018 and 2022 Section 1 Plan inspector's letters. In addition, I have been in discussions with an expert viability consultancy, Continuum, which I recommend very highly. They would be pleased to have a discussion with you.

With a large, standalone site, it is the required infrastructure that affects a site's suitability, sustainability and viability. An initial infrastructure delivery plan should be developed in order to understand what the infrastructure requirements are in order for it to be a sustainable site. Once the infrastructure requirements are known, these again need to be tested in order to understand whether the scheme is viable. Without a viability assessment of the site and an initial infrastructure delivery plan, it is impossible for a plan maker to be able to conclude whether the site is viable, deliverable and therefore suitable.

Continuum has reminded me that:

1. The PPG on Viability (2024) provides guidance on strategic sites during the plan making states, where it states:

“It is important to consider the specific circumstances of strategic sites. Plan makers can undertake site specific viability assessment for sites that are critical to delivering the strategic priorities of the plan. This could include, for example, large sites, sites that provide a significant proportion of planned supply, sites that enable or unlock other development sites or sites within priority regeneration areas. Information from other evidence informing the plan (such as Strategic Housing Land Availability Assessments) can help inform viability assessment for strategic sites.” (para. 5).

This highlights the importance of a large, standalone site to have a viability assessment at the plan making stage. For this assessment to be undertaken properly, a good understanding of infrastructure requirements, initial abnormal cost assessment should be included, and a proper cash flow and profit assessment of the site would need to be undertaken. Continuum would expect a cost consultant to be involved in the assessment of a scheme, as costs are the critical factor for whether a garden village is viable or not.

2. The NPPF at paragraph 69 is key about how to identify suitable sites for homes:

“Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

a) specific, deliverable sites for five years following the intended date of adoption; and

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b) specific, developable sites or broad locations for growth, for the subsequent years 6-10 and, where possible, for years 11-15 of the remaining plan period.”

Economic viability is a key test in relation to assessing sites. If a site is not economically viable, it is therefore not a deliverable site and should not be included in the 1-to-15-year period. It is therefore critical that the promoter proves that the site can be delivered on a viable basis while also providing the necessary infrastructure required (see NPPF 74).

3. Build out. The NPPF at para. 74 d) is clear that Plan makers should make a realistic assessment of likely delivery rates of large strategic sites when assessing the suitability of strategic sites.

(This was also discussed in the Inspector's 2020 letter)

In terms of 5-year housing land supply and garden villages, a large, stand alone site would be very unlikely to contribute to housing in the first 5 years of the plan period. Lichfield’s research, Start to Finish, how quickly do large-scale housing sites deliver? (3rd edition, 2024) outlines that large strategic sites of over 2,000+ units take on average 5.1 years to achieve planning from validation of the first application to the first detailed permission and then a further 1.6 years from planning to the delivery period (e.g. discharge conditions and gear up to start on site). Therefore, if the promoter of the site submitted an application at the date the Local Plan was adopted, the site would not achieve a planning consent and start on site until after the 5-year period. Then based on my experience of large strategic sites, it usually takes somewhere between 2 to 3 years in order to create the necessary infrastructure to create the first development serviced land plots to sell to housebuilders. It would then take around 1 year for the first house to be delivered. Based on this, the best-case scenario is that from the adoption of the Plan, the site would deliver its first house by just before year 10 of the plan period, however, it is most likely the site would deliver its first units around years 11-15. Any delays to submitting the planning application and there is a risk the site would not deliver a single house over the plan period (ignoring the issues around viability).

Please would you let me know if you would like an introduction to Murray Lloyd and Chris Gardner at Continuum. They have experience appraising very large strategic sites. It is essential to get this right from day one, rather than store up potential problems later. A stitch in time saves nine...

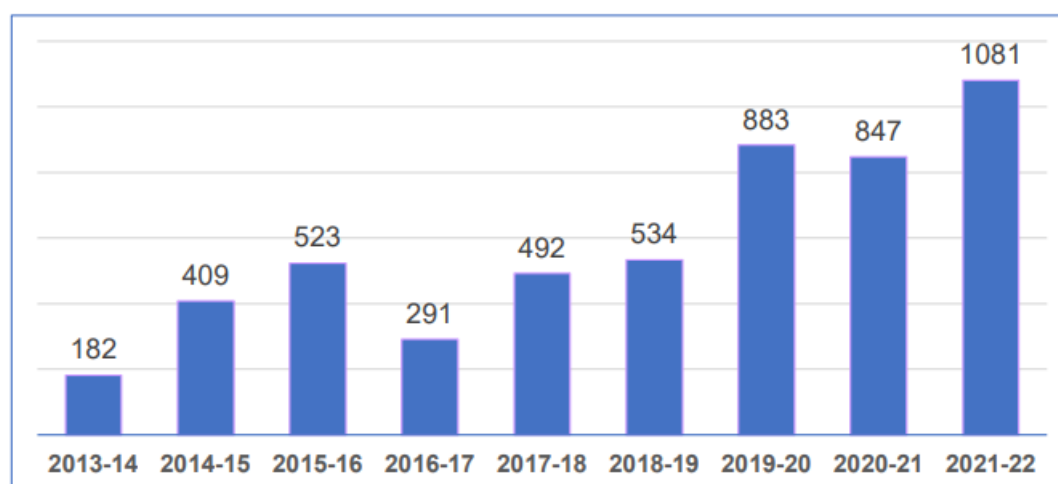
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Background data

Monitoring

No 2023 full report. 2022 report⁶

Figure 4: Housing completions 2013/14 to 2021/22, Braintree District



Employment

The percentage of people aged 16 years and over who were employed (excluding full-time students) in Braintree decreased by 2.2 percentage points during the Census period to 2021 (a greater drop than rest of East of England & England). 59.1%⁷ said they were employed.

Industry

	Persons	
	count	%
All usual residents aged 16 years and over in employment the week before the census	76,284	100.0
A Agriculture, forestry and fishing	817	1.1
B Mining and quarrying	56	0.1
C Manufacturing	5,711	7.5
D Electricity, gas, steam and air conditioning supply	269	0.4
E Water supply; sewerage, waste management and remediation activities	608	0.8
F Construction	9,651	12.7
G Wholesale and retail trade; repair of motor vehicles and motor cycles	11,981	15.7
H Transport and storage	4,405	5.8
I Accommodation and food service activities	2,839	3.7
J Information and communication	2,664	3.5
K Financial and insurance activities	3,699	4.8
L Real estate activities	1,202	1.6
M Professional, scientific and technical activities	4,701	6.2
N Administrative and support service activities	3,952	5.2
O Public administration and defence; compulsory social security	4,297	5.6
P Education	6,615	8.7
Q Human health and social work activities	9,541	12.5
R, S, T, U Other	3,276	4.3

[Show table notes...](#)

Source: ONS - 2021 Census (TS060A) 8

⁶ [la-monitoring-report-2021-2022 \(braintree.gov.uk\)](https://www.braintree.gov.uk/la-monitoring-report-2021-2022)

⁷ [How life has changed in Braintree: Census 2021 \(ons.gov.uk\)](https://ons.gov.uk/how-life-has-changed-in-braintree-census-2021)

⁸ [2021 Census Profile for areas in England and Wales - Nomis \(nomisweb.co.uk\)](https://nomisweb.co.uk/2021-census-profile-for-areas-in-england-and-wales)

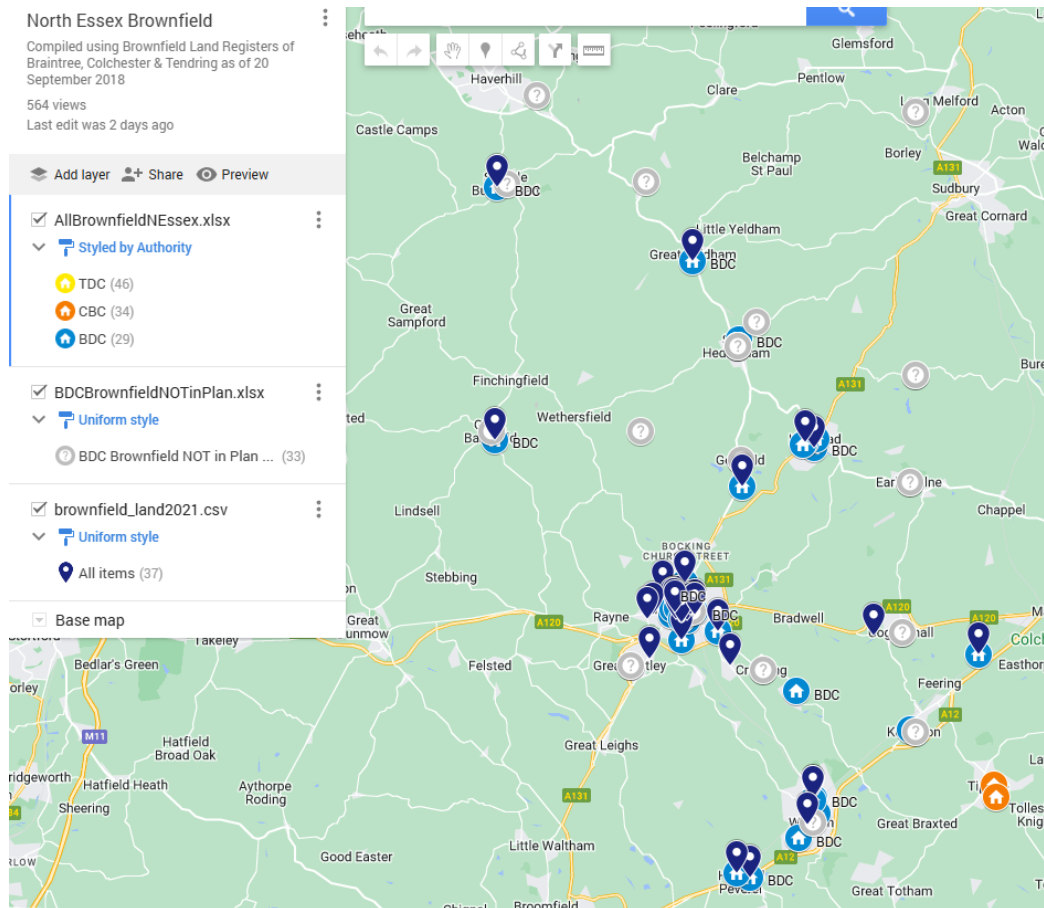
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Brownfield register 2021⁹

The map below shows sites in the 2018 register (light blue), sites in the 2021 register (dark blue) and sites which were identified in the SHLAA as previously developed and potentially suitable for inclusion in the local plan but inexplicably NOT included. This must be revisited with an up to date SHLAA.

You can click on the sites via the interactive map:

<https://www.google.com/maps/d/edit?mid=1d1umvlyhEFNozoLMmwUZKYNWB0lxEsK0&usp=sharing>



⁹ [Brownfield Land Register - Monitoring reports – Braintree District Council](#)

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Travel to work patterns, Census 2021

(But note Census was in Covid aftermath, with very high home-working)

Travel to work

	Persons	
	count	%
All usual residents aged 16 years and over in employment the week before the census	76,285	100.0
Work mainly at or from home	21,933	28.8
Underground, metro, light rail, tram	137	0.2
Train	1,698	2.2
Bus, minibus or coach	847	1.1
Taxi	224	0.3
Motorcycle, scooter or moped	295	0.4
Driving a car or van	41,638	54.6
Passenger in a car or van	2,798	3.7
Bicycle	792	1.0
On foot	5,241	6.9
Other method of travel to work	682	0.9

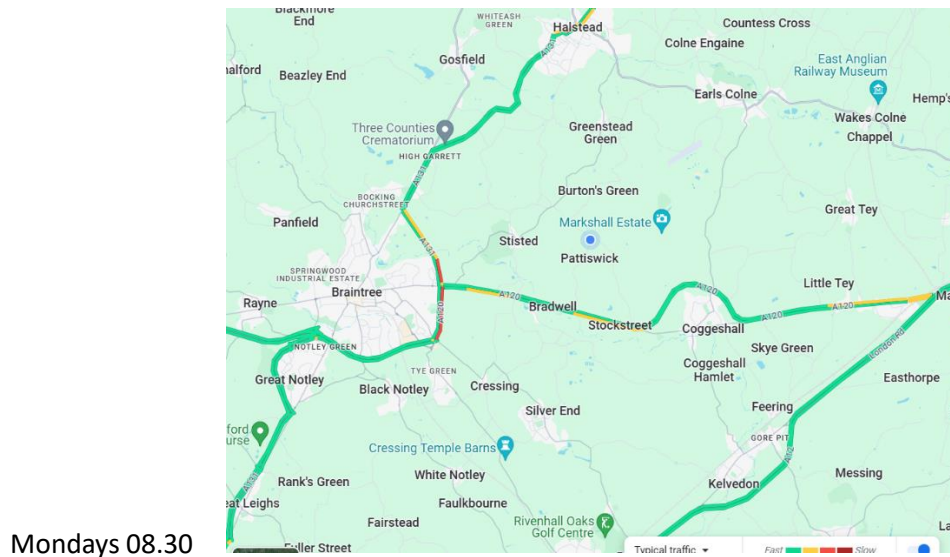
In order to protect against disclosure of personal information, records have been swapped between different

Source: ONS - 2021 Census (TS061)

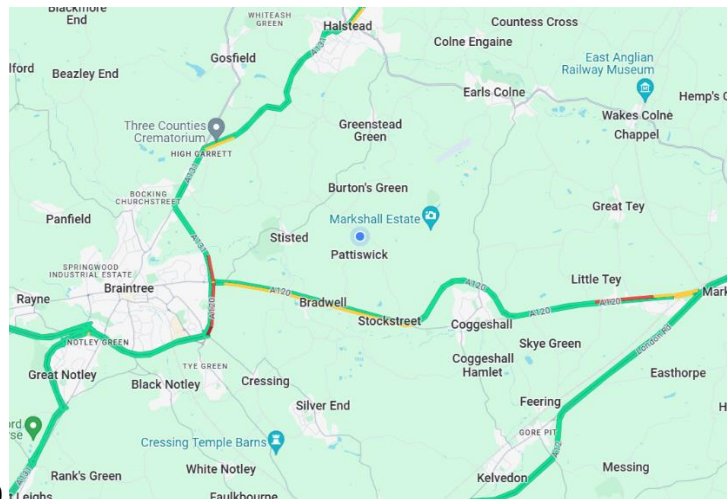
BRAINTREE DISTRICT – BETTER TOGETHER

Congestion

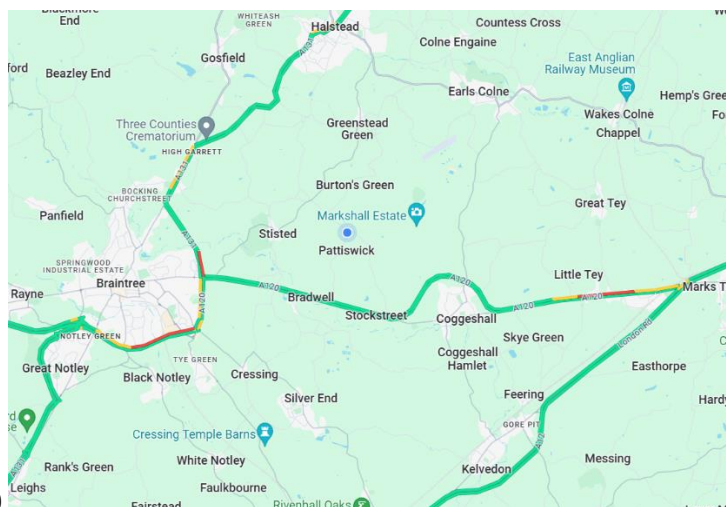
Average traffic congestion maps highlight pinchpoints at both ends of the A120 (Braintree & Marks Tey) and on the A12):



Mondays 08.30



Wednesdays 08.30



Mondays 17.00

BRAINTREE DISTRICT – BETTER TOGETHER

