

# **Minerals Local Plan Review Topic Paper**

## **Growth Locations and Projected Growth in Essex Topic Paper**

**February 2023**

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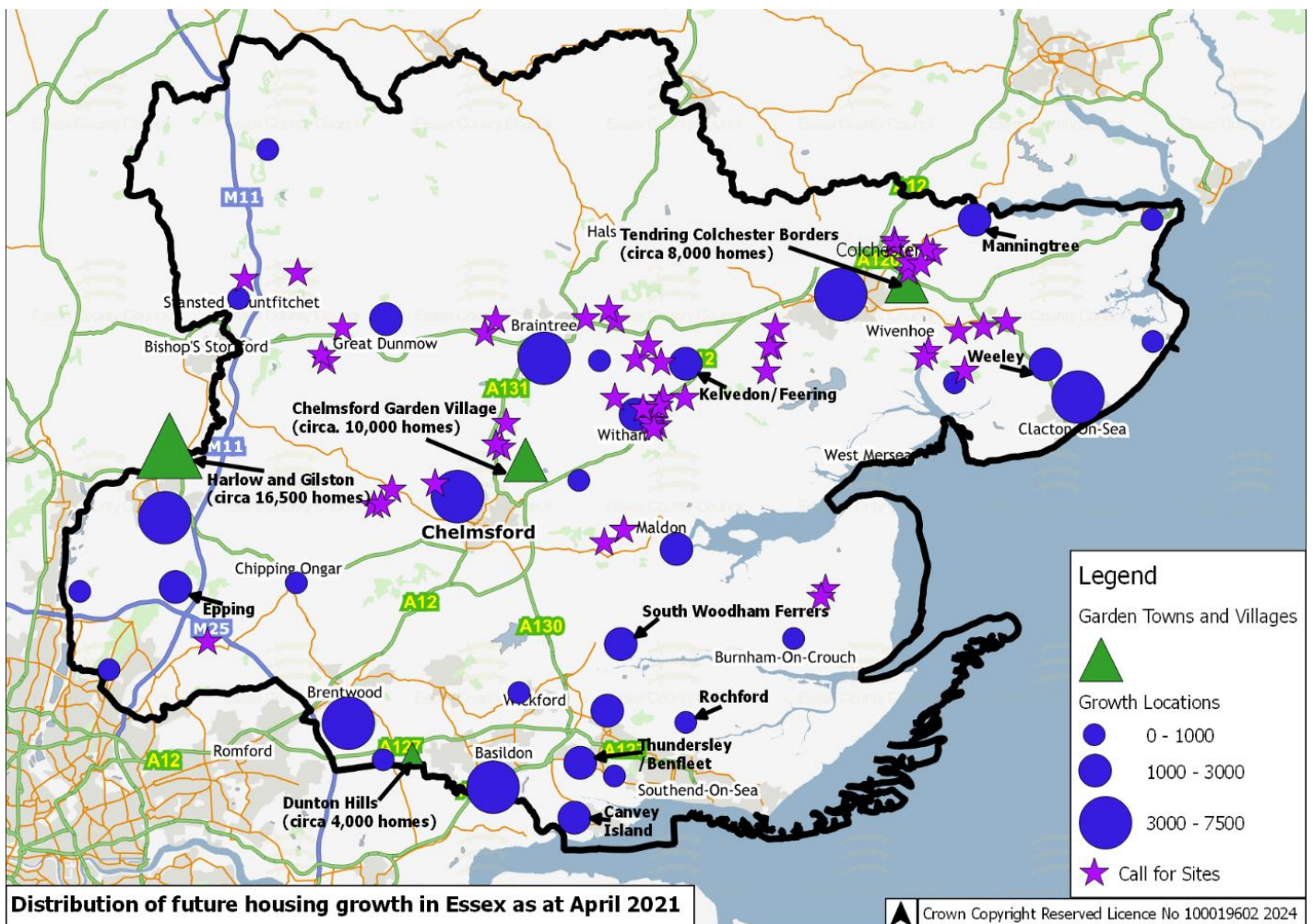
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# 1. Introduction

This Topic Paper provides background information on the county of Essex to support the update of the Essex Minerals Local Plan. The Paper describes Essex and its key infrastructure features, outlines recent and expected future levels of growth in the area, summarises significant future infrastructure projects within the County, and briefly considers the future of the Essex economy.

This information will be used to inform the forecasting of need for minerals provision in Essex, decisions regarding the type, location and amount of minerals development which should be allocated through the Plan, and the drafting of Local Plan policies.

This report was produced in February 2023. Some information within this Paper may therefore have been superseded prior to its publication. However, the information presented is sufficiently up to date to inform the production of the Regulation 18 version of the draft Minerals Local Plan and supporting evidence base documents. This Topic Paper will be reviewed and updated as necessary to support the production of Regulation 19 version of the Minerals Local Plan.



## **2. Essex County Profile**

### **Context**

Essex is located to the north-east of London, within the East of England region, and borders the counties of Hertfordshire, Suffolk and Cambridgeshire. Within Essex, the two-tier administrative system includes 12 District, Borough and City Councils. The County also adjoins the Unitary Authorities of Southend-on-Sea and Thurrock and the London Boroughs of Enfield, Waltham Forest, Redbridge and Havering. Essex County Council (ECC) is the local planning authority for all minerals and waste matters whilst each of the twelve district, borough and city councils are responsible for other local planning decisions.

The area covered by administrative Essex is 345,841 hectares as at 2021. The Metropolitan Green Belt covers most of the districts of Basildon, Brentwood, Castle Point, Epping and Rochford, about a third of Chelmsford and parts of Harlow and Uttlesford. It covers approximately 83,300 ha, which is approximately 24% of the County.

### **Infrastructure**

Essex has six main strategic routes. The M25 is London's orbital motorway and includes the Dartford Crossings linking Essex with Kent. The M11 motorway serves London Stansted Airport in the west linking to Cambridge. The A12 runs through central Essex, including Chelmsford and Colchester, to East Anglia and to Freeport East. The A120 is a major route from the ports in the east to the M11 in the west including Stansted Airport. The A13 links the Rochford and Southend area to Tilbury and ports in Thames Gateway. Other county and major local roads include the A130 linking the south of the County to Chelmsford and the A414 from Chelmsford westwards to Harlow.

Essex is served by three main rail lines, supplemented by a number of branch lines, with some 57 rail stations radiating from London. These are the West Anglia Main Line from Liverpool Street to Harlow, Stansted and onward to Cambridge; the Great Eastern Mainline from Liverpool Street to Shenfield, Chelmsford, Colchester on to Ipswich and Norwich; and the Southend Victoria Line serving the south of the county with the Crouch Valley line from Wickford to Southminster. Branch lines exist to Braintree and Sudbury. These lines are operated by Greater Anglia. The London, Tilbury and Southend line operates out of Fenchurch Street heading eastwards via Barking and Basildon on to Shoeburyness. These lines are operated by C2C.

A new station at Beaulieu Park, North Chelmsford is expected to commence construction in Spring 2023 and be open in late 2025. London Underground (Central Line) extends into the south of the county to Epping.

Freeport East is centred upon the Port of Felixstowe and Harwich International Port. Freeport East Harwich is one of the UK's leading multi-purpose freight and passenger ports ideally located for North Sea freight and passenger traffic to and from Europe, offering roll on roll off, ferry, general cargo, and bulk operations. Harwich International has acted as a base for offshore wind farm construction as well as support services

for the offshore renewable energy industry. The presence of new nuclear power stations at Sizewell C (granted Development Consent Order in July 2022) and potentially Bradwell B will enable the Freeport to become a centre of technical excellence for the wider energy industry and support technological innovation that can be exported around the world.

London Stansted Airport, near the M11 motorway, is London's third largest, and the UK's 4<sup>th</sup> largest airport, serving nearly 28 million passengers a year with approximately 200,000 aircraft movements, transporting them to more than 200 worldwide destinations. It also transports a significant amount of freight amounting to some 225,000 tonnes. Stansted Airport alone carries 10% of the nation's air passengers and is the third largest airport in the country for air freight worth £8.1 billion in GVA. The Stansted Express connects the airport to central London with services departing every 30 minutes from Stansted Airport's train station. National Express operates more than 200 daily buses on four lines between Stansted Airport and London stopping at major train and Tube stations. In addition, Airport Bus Express has services into central London every 30 minutes. Stansted has a significant coach offer, with 20% of air passengers travelling to and from the airport by bus and coach.

London Southend Airport in the south-east is developing its role as a regional airport serving Essex, London and the South-East. In 2019, the airport served some 2million business and leisure passengers flying to over 50 destinations across Europe. It is served by its own train station with up to six services an hour during peak times with a journey time of approximately 52 minutes into central London. It connects directly with the local and regional bus and coach network, making it easy to reach from across Essex, including central Southend, Chelmsford, Stansted and towns across the south of the county. It is accessible by car with connections to the motorway network via the M25, junction 29 and the A127, A12 and A13.

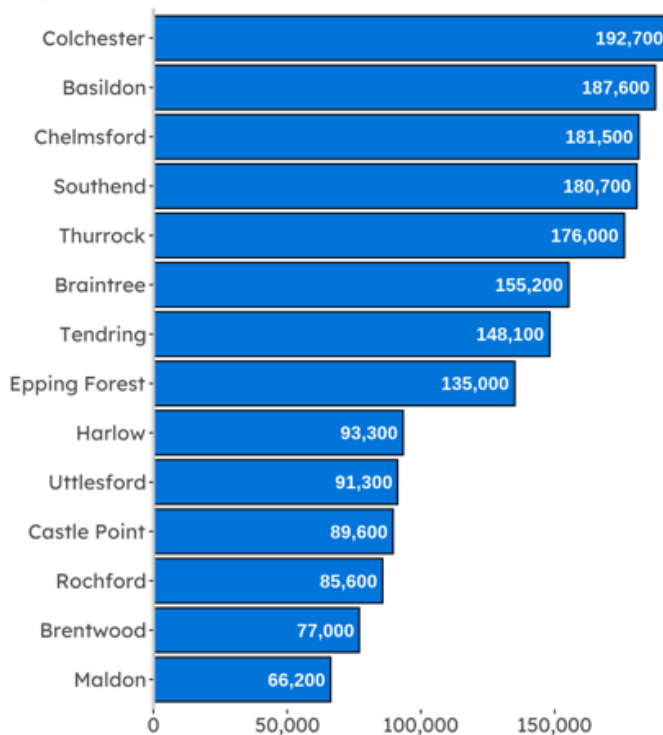
### 3. Population and Housing Growth

#### Population Growth

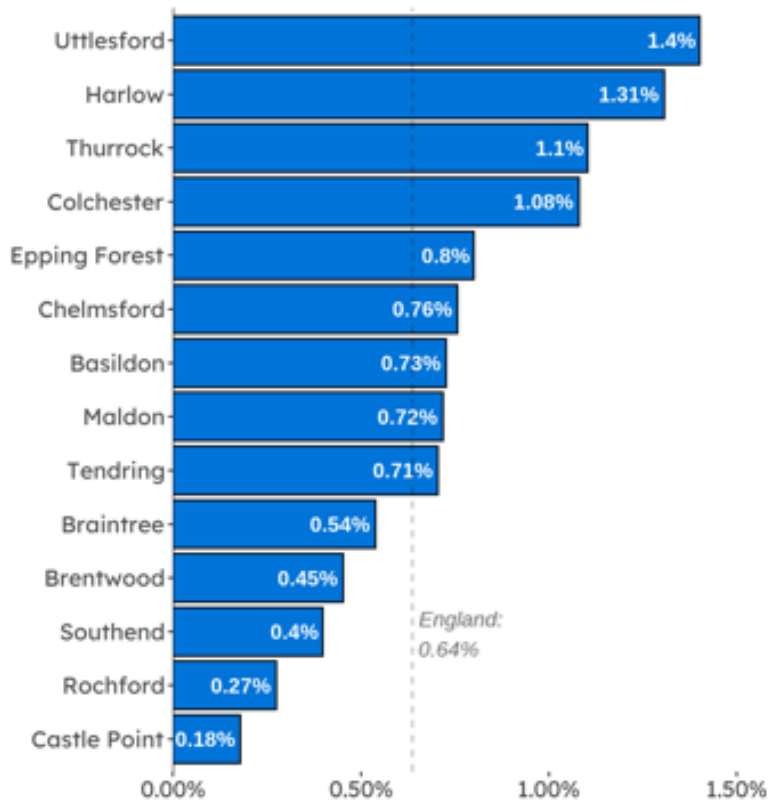
The resident population of England and Wales in the 2021 Census was 59,597,300. The population increased by more than 3.5 million (6.3%) compared with the 2011 Census, when there were 56,075,912 people in England and Wales. The rate of population growth in England and Wales across the last decade has decreased slightly compared with the rate between 2001 and 2011, when the population grew by 7.8% (4.0 million people). The population in the East of England has increased by 8.3% from 5,846,965 in 2011 to 6,334,500 in 2021. The fastest levels of population growth are amongst the 70 – 74 age group, which has grown 44% from 59,000 in 2011 to 85,000 in 2021.

The population of administrative Essex in the 2021 Census was 1,503,520 comprising some 626,500 households. The population increased by 110,020 (0.76% average annual growth rate) compared with the 2011 Census, when there were 1,393,500 people in Essex. The average annual growth rate in Essex is above the growth in England and Wales of 0.64%. The number of households in Greater Essex is 771,400 and the number of males in Essex amounted to 732,100 and females 771,100. The most populous districts in Essex are Colchester (192,700), Basildon (187,600) and Chelmsford (181,500). The least populous districts are Maldon (66,200), Brentwood (77,000) and Rochford (85,600). Whilst all authorities have seen population increase the largest increases in population are Uttlesford (15%); Harlow (13.9%) and Colchester (11.3%). The local authorities with the smallest increases in population are Castle Point (1.8%); Rochford (2.8%) and Brentwood (4.6%).

**Population counts, 2021 census**



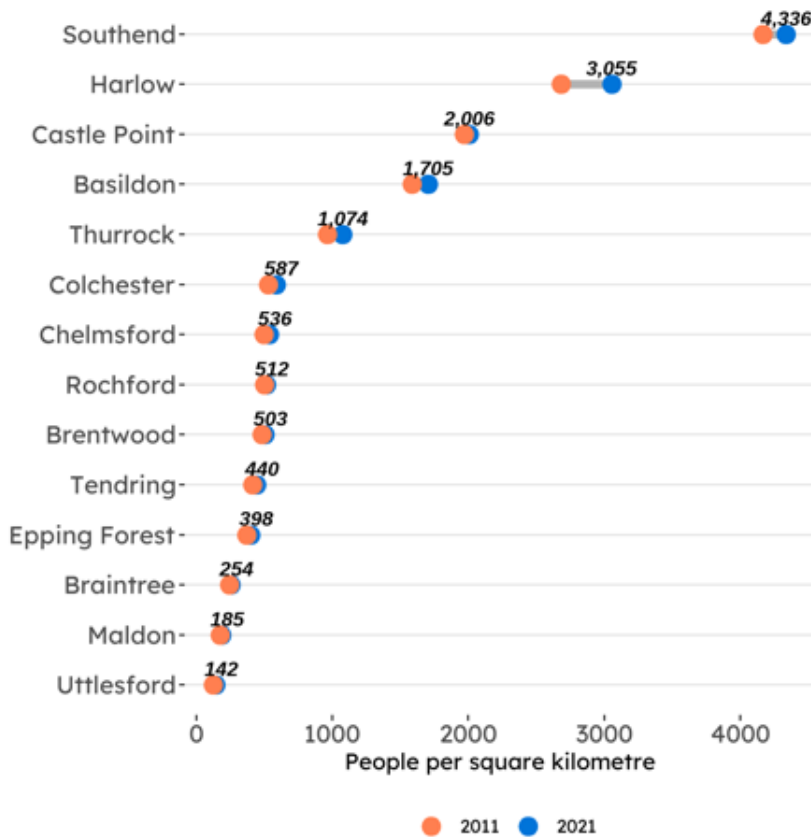
**Average annual population growth, 2011 - 2021 :  
Essex districts & unitaries**



Essex has a population density of 435 people per square kilometre, which is similar to the overall England population density of 434. Essex is one of the largest counties in the country with a mix of urban and rural areas. The overall Essex density hides the wide variation across Essex. Local authorities with the highest density are Harlow (3,055); Castle Point (2,006) and Basildon (1,705). Local authorities with the lowest population density include the more rural districts of Uttlesford (142), Maldon (185) and Braintree (254).

## Population density

Latest data & previous census data shown



## Housing Growth

National government has set out a clear ambition to increase levels of housebuilding with a target set to see an average of 300,000 homes built a year by the mid-2020s. A decrease of 11% in new homes being completed occurred between 2019/20 and 2020/21, most likely due to the implications of the pandemic on the housing sector. Prior to 2020/21, new housing supply had been increasing year-on-year since 2013 with 242,700 homes completed in 2019/20. Some 232,800 new homes were supplied in 2021/22, which is higher than the 211,900 new homes supplied in the previous year, which was impacted upon in part because of disruption to housebuilding caused by Covid-19 in early 2020. This is an increase of 9.9%.

The UK average house price was £215,113 in 2017, which has increased by 37% and more than 10 times the average wage, to £294,559 in September 2022. Average house prices in the UK increased by 9.5% in the year to September 2022.

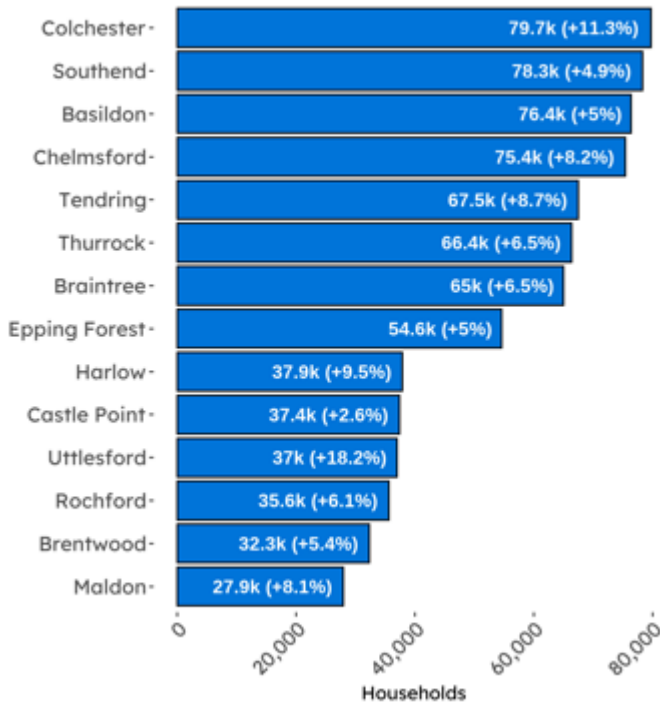
## Households

The number of households in Essex has increased by 7.7% from 582,000 to 627,000. Uttlesford (18.2%), Colchester (11.3%) and Harlow (9.5%) have seen the largest growth in households. On average there are 2.4 persons per household in Essex, which has not really changed from 2.41 in 2011.



### Number of households - 2021 census

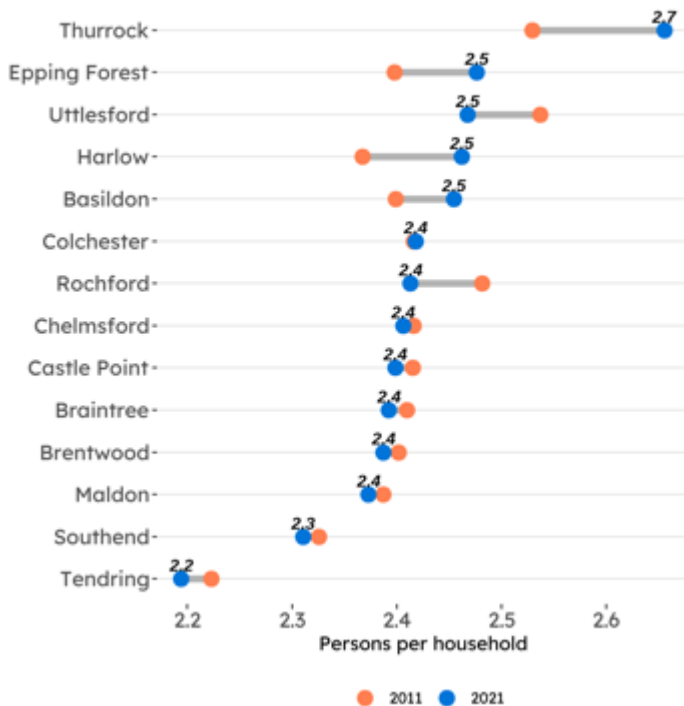
Latest data & change from previous census



Harlow and Epping Forest have seen the largest increase in the number of people per household and Rochford and Tendring have seen the largest decreases.

### Average number of people per household

Latest data & previous census data shown



## Household Composition

Essex has a higher proportion of married or civil partnership couple households (33% in Essex/30% in England), and a slightly higher proportion of older family households (11% compared to 9%). Overall Essex has a lower proportion of one person households compared to England, although this is higher in Tendring (34% compared to 30%).

## Residents living in households and communal establishments

Some 15,000 (1%) Essex residents live in communal establishments, which is lower than in England (1.7%). Colchester has the highest number living in communal establishments (5,000 or 2.6%) with remaining districts below the England proportion.

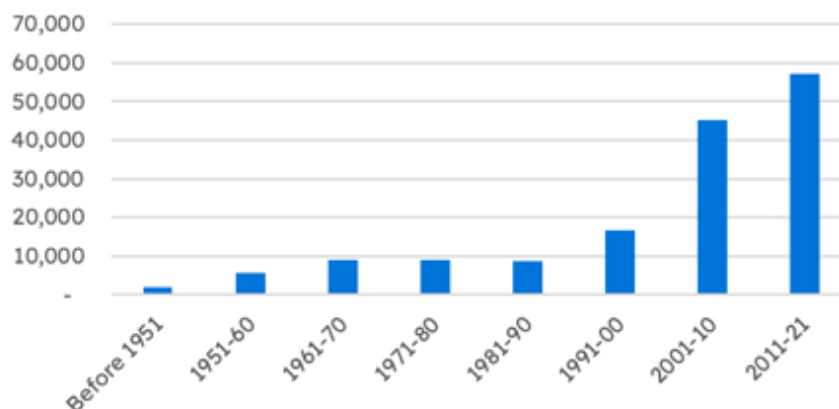
## Movement into Essex – in the past year

This is based on the differences between a person's address at the time of the census compared to a year earlier, namely movements between 2020-2021, which may be impacted upon by Covid and do not reflect net migration.

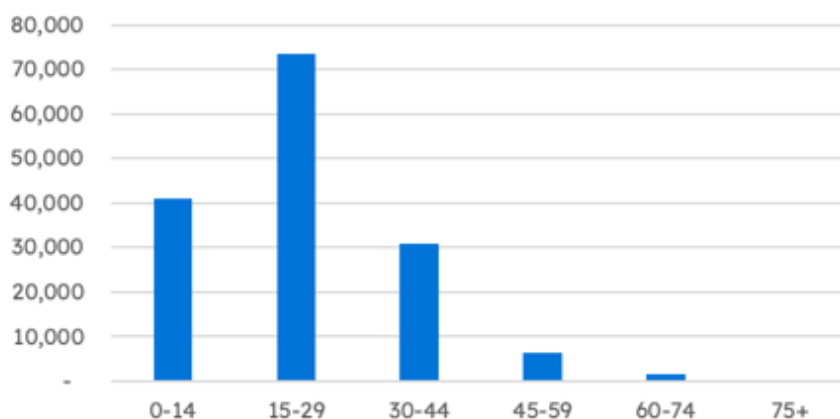
As at March 2021, some 150,000 Essex residents migrated into Essex in the previous year (some 9% of all residents at the time of the Census). Some 8,000 of these came from outside the UK compared to 5% in 2011. Colchester has the highest increase in new residents (14% of all residents) moving into the city over the year. The main ages of arrival are 0-4 years old and 20-29 years old suggesting people moving are young families and to study or work.

### **Year of arrival into Essex - from outside UK**

Census 2021



## Age at arrival in Essex - from outside UK Census 2021



## Summary – Census 2021 counts & percentage changes from 2011

| Area          | Population: Total | Population: Under 20 | Population: 20 - 29 | Population: 30 - 39 | Population: 40 - 49 | Population: 50 - 59 | Population: 60+ | Population density (per square kilometer) | Households   |
|---------------|-------------------|----------------------|---------------------|---------------------|---------------------|---------------------|-----------------|---|--------------|
| Essex         | 1,503,300 (8%)    | 342,100 (4%)         | 166,600 (6%)        | 192,600 (12%)       | 189,500 (-10%)      | 212,500 (20%)       | 399,900 (14%)   | 435 (8%)                                  | 626,500 (8%) |
| Basildon      | 187,600 (8%)      | 46,900 (7%)          | 21,900 (4%)         | 27,000 (15%)        | 24,000 (-9%)        | 25,300 (19%)        | 42,400 (10%)    | 1,705 (7%)                                | 76,400 (5%)  |
| Braintree     | 155,200 (6%)      | 35,100 (-2%)         | 16,700 (2%)         | 19,600 (4%)         | 20,000 (-13%)       | 23,000 (23%)        | 41,100 (20%)    | 254 (6%)                                  | 65,000 (6%)  |
| Brentwood     | 77,000 (5%)       | 17,300 (1%)          | 8,300 (11%)         | 10,200 (13%)        | 10,100 (-14%)       | 11,200 (18%)        | 20,000 (6%)     | 503 (5%)                                  | 32,300 (5%)  |
| Castle Point  | 89,600 (2%)       | 18,700 (-3%)         | 9,400 (5%)          | 10,000 (8%)         | 10,300 (-20%)       | 13,000 (12%)        | 28,300 (8%)     | 2,006 (2%)                                | 37,400 (3%)  |
| Chelmsford    | 181,500 (8%)      | 41,400 (5%)          | 20,600 (0%)         | 24,600 (10%)        | 24,500 (-5%)        | 25,000 (18%)        | 45,300 (16%)    | 536 (8%)                                  | 75,400 (8%)  |
| Colchester    | 192,700 (11%)     | 45,500 (10%)         | 26,500 (3%)         | 26,400 (15%)        | 25,000 (1%)         | 25,000 (26%)        | 44,300 (16%)    | 587 (11%)                                 | 79,700 (11%) |
| Epping Forest | 135,000 (8%)      | 30,600 (6%)          | 14,500 (9%)         | 17,900 (13%)        | 18,000 (-8%)        | 19,800 (22%)        | 34,400 (12%)    | 398 (8%)                                  | 54,600 (5%)  |
| Harlow        | 93,300 (14%)      | 24,300 (16%)         | 11,300 (4%)         | 15,200 (30%)        | 12,200 (1%)         | 11,800 (17%)        | 18,500 (12%)    | 3,055 (14%)                               | 37,900 (9%)  |
| Maldon        | 66,200 (7%)       | 13,500 (-1%)         | 6,500 (21%)         | 6,800 (4%)          | 7,600 (-22%)        | 10,500 (17%)        | 21,300 (22%)    | 185 (7%)                                  | 27,900 (8%)  |
| Rochford      | 85,600 (3%)       | 18,500 (-3%)         | 8,700 (11%)         | 9,500 (0%)          | 10,600 (-19%)       | 12,900 (17%)        | 25,700 (13%)    | 512 (3%)                                  | 35,600 (6%)  |
| Tendring      | 148,100 (7%)      | 28,800 (0%)          | 14,000 (13%)        | 14,500 (17%)        | 15,100 (-17%)       | 21,200 (21%)        | 54,500 (12%)    | 440 (7%)                                  | 67,500 (9%)  |
| Uttlesford    | 91,300 (15%)      | 21,700 (9%)          | 8,300 (15%)         | 10,900 (17%)        | 12,300 (-6%)        | 13,900 (27%)        | 24,200 (28%)    | 142 (15%)                                 | 37,000 (18%) |
| Southend      | 180,700 (4%)      | 41,400 (1%)          | 20,600 (-2%)        | 24,200 (1%)         | 24,500 (-5%)        | 25,000 (22%)        | 45,200 (10%)    | 4,336 (4%)                                | 78,300 (5%)  |
| Thurrock      | 176,000 (12%)     | 47,900 (14%)         | 21,300 (2%)         | 28,000 (17%)        | 24,200 (0%)         | 22,600 (27%)        | 32,300 (12%)    | 1,074 (12%)                               | 66,400 (6%)  |

*Note:*  
Population age figures are rounded and may not sum to total

## Housing Delivery in Essex

Net annual housing additions more than doubled from 3,100 in 2013/14 to a high of 7,300 in 2018/19. Delivery fell to 5,598 in 2020/21 largely due to the impact of the pandemic but has increased to 6,529 homes in 2021/22. ECC authorities have made progress in increasing delivery over the last five years to 2021/22 with some 32,200 new homes being delivered at an average of 6,439 per annum.

The housing stock in Essex increased by approximately 5,565 net additional homes in 2020/21 to 654,000. To achieve the ambition of meeting 300,000 homes a year the government has introduced the Housing Delivery Test, alongside the five-year housing land supply test, and amended the National Planning Policy Framework to encourage higher levels of housebuilding.

### Progress in the preparation of Local and Neighbourhood Plans in Essex

Local Plans are the key documents through which local planning authorities set out a vision and framework for the future development of their area. Local Plans address needs and opportunities in relation to housing, the local economy, community facilities and infrastructure. They should safeguard the environment, enable adaptation to climate change and help secure high quality accessible design. The Local Plan provides a degree of certainty for communities, businesses and investors, and a framework for guiding decisions on individual planning applications.

Local Plan preparation is led by the local planning authority but in collaboration with local communities, developers, landowners and other interested parties. The Local Plan is examined by an independent inspector to assess whether the plan has been prepared in line with the relevant legal requirements (including the Duty to Cooperate) and whether it is “sound”.

The Local Plan must be supported by a robust evidence base. For housing this means that it must plan to meet objectively assessed needs/standard methodology for market and affordable housing, as far as is consistent with national planning policy. This includes identifying a 5-year supply of specific deliverable sites that should be updated annually. Where there has been a record of persistent under delivery of housing, this buffer should be increased to 20%. Local planning authorities’ responsibility to meet the housing needs of their areas should be seen in the context of the other policies set out in National Planning Policy Framework. This means that the requirement to meet housing needs must be balanced against other important considerations, such as protecting the Green Belt or addressing climate change and flooding.

At present there are adopted Local Plans for Braintree (to 2033); Brentwood (to 2033); Chelmsford (to 2036); Colchester (to 2033); Epping (to 2033); Harlow (to 2033); Maldon (to 2029) and Tendring (to 2033). Brentwood has recently adopted a new Local Plan but in doing so is committed to submission of a review for examination within 28 months of adoption. Local Plans in Basildon, Castle Point, Chelmsford, Maldon, Rochford, and Uttlesford are currently at early stages of preparation. These plans will represent a higher rate of housing delivery than previous plans.

Neighbourhood planning is the right for communities to develop a shared vision for their neighbourhood and shape the development and growth of their local area. All neighbourhood plans are subject to an independent examination and a vote by the local community in a referendum. Only a neighbourhood plan that appropriately fits with local strategic and national policies and complies with important legal conditions may be put to a referendum. When a neighbourhood plan has passed examination,

achieved successful local support through referendum and is then formally 'made' by the Local Planning Authority, it will form part of the statutory 'development plan' which is used by the local planning authority in deciding planning applications. A Plan can also gain extra funding through the community infrastructure levy, namely 15% of the Levy must be passed to the parish council where the development took place and 25% of the levy where a neighbourhood plan is in place.

There are 31 'made' Neighbourhood Plans in Essex in Braintree (Bradwell with Pattiswick; Coggeshall; Cressing; Feering; Great Saling (The Salings); Hatfield Peverel; Kelvedon; Brentwood (Ingatestone and Fryerning); Chelmsford (South Woodham Ferrers; Writtle); Colchester (Boxted; Eight Ash Green; Marks Tey; Myland and Braiswick; West Bergholt; West Mersea; Wivenhoe); Epping Forest (Moreton and Bobbingworth and The Lavers; Ongar); Maldon (Burnham on Crouch; Langford and Ulting; Great Totham and Wickham Bishops); Tendring (Alresford); and Uttlesford (Great Dunmow; Felsted; Newport, Quendon and Rickling; Stebbing; Thaxted).

#### Future Growth in Essex in adopted and emerging Local Plans

Local Authorities in Essex (excluding the unitary authorities) are preparing Local Plans to deliver approximately 150,500 additional homes up to 2036 and beyond, of which 39,750 have been completed, 43,550 have the benefit of planning permission and 67,200 remain to secure planning permission as of April 2022. This equates to approximately 7,150 additional homes per annum based on either 'Objectively Assessed Housing Need (OAHN)' or the 'Standard Method (SM)' for the relevant local authority. As indicated below several local authorities have commenced Local Plan Reviews and may identify locally based housing need requirements below the OAHN/SM but will still result in further requirements for additional homes in Essex beyond 2036. On the edge of Essex significant additional growth is also being planned in the emerging Local Plans for Southend and Thurrock Unitary Authorities (around 48,850 based on the SM).

#### Future Growth in Garden Towns/Villages and Communities

The local authorities of Brentwood, Chelmsford, Colchester, Tendring and Harlow have identified new garden communities in their adopted Local Plans to deliver significant new homes before and beyond 2033 totalling between 37,845 – 38,345 new homes. These new garden communities are at different stages of the planning process from masterplanning to the submission of detailed planning applications.

In Chelmsford, significant growth has already been allocated at North Chelmsford at Beaulieu Park and Channels with planning permission for some 4350 homes of which approximately 2500 homes remain to be built. The adopted Local Plan allocates an additional 3,000 homes to 2036 with some 2500 homes post 2036. The allocated 3,000 homes are planned to start delivering homes in 2025/26. Together these developments will comprise the Chelmsford Garden Community for around 10,000 homes, of which 8000 homes are still to be completed. There is potential for further development to be provided as part of the Local Plan Review to 2041, but no decision

has yet been made. A Development Framework Document for 5,500 homes has been prepared to guide future planning applications and which are presently subject to specific planning applications.

Significant growth has been allocated bordering the east of Colchester at a new Garden Community at Tendring Colchester Borders. It was allocated for between 7,500 - 9,000 homes in the adopted Section 1 North Essex Plan. However, the Draft Development Plan Document (Spring 2022) restricted development to between 7,500 – 8,000 homes to incorporate proposed Strategic Green Gaps (south of the A133; east of the new A133 Link Road and in the north-west of the community) and other physical constraints. The Planning Inspector to the adopted Section 1 Plan concluded that development could potentially deliver 2,000 homes in the period to 2033 of which 1,000 (50%) would be attributed towards meeting Tendring's housing requirement, with the other 1,000 counting towards Colchester's requirement. Homes are planned to be delivered from 2025/26 and beyond the Local Plan period of 2033.

Harlow and Gilston Garden Town has been allocated in the Harlow and East Hertfordshire Local Plans for some 16,500 homes comprising new communities around the periphery of Harlow, at South of Harlow (Latton Priory – 1,050 homes) and West of Harlow (Water Lane Area – 2,100 homes) within Epping Forest District; a strategic site East of Harlow (3,350 homes, partly within Harlow District and partly within Epping Forest District; and Gilston Area (10,000 homes), within East Hertfordshire District. These new communities are expected to deliver some 9,500 by 2033 and 7,000 homes beyond. Land at East Harlow (975 homes) is planned to deliver homes from 2027/28. Strategic Site allocations in Epping Forest District around Harlow are planned to deliver homes from 2025/26.

Dunton Hills Garden Village has been allocated in the Brentwood Local Plan 2016-2033 on the eastern border neighbouring the Basildon urban area. The new Garden Village will provide for some 4,000 homes. Some 150 homes are planned to be delivered by 2026/27.

## Garden Village Housing Breakdown in adopted Local Plans

| Garden Village   | Specific Growth Locations             | Capacity of Specific Growth Locations | Overall Garden Village Capacity |
|--|---------------------------------------|---------------------------------------|---------------------------------|
| Harlow and Gilston Garden Town                           | East of Harlow (Harlow/Epping Forest) | 750                                   | 16,500                          |
|  | East of Harlow (Harlow)               | 2,600                                 |                                 |
|  | Latton Priory (Epping Forest)         | 1,050                                 |                                 |
|  | Water Lane (Epping Forest)            | 2,100                                 |                                 |
|  | Gilston (East Hertfordshire)          | 10,000                                |                                 |
| Chelmsford Garden Community                              | Channels (with permission)            | 745                                   | 9,845                           |
|  | Beaulieu Park (with permission)       | 3,600                                 |                                 |
|  | NE Chelmsford (Local Plan to 2036)    | 3,000                                 |                                 |
|  | NE Chelmsford (Post 2036)             | 2,500                                 |                                 |
| Dunton Hills Garden Village                              |                                       |                                       | 4,000                           |
| Tendring Colchester Borders Garden Community             |                                       |                                       | 7,500 – 8,000                   |
| <b>Anticipated Garden Village Housing Delivery Total</b> |                                       |                                       | <b>37,845 – 38,345</b>          |

## Planned Growth in Key Settlements (excluding Garden Communities)

Significant growth (both with and without permission) is also coming forward through existing urban areas and large-scale urban extensions at the key centres of Basildon, Chelmsford, Colchester and Harlow.

### Basildon

The Basildon Borough Revised Publication Local Plan 2014 – 2034 was withdrawn on 3<sup>rd</sup> March 2022. The council is preparing a programme of work to prepare a new Local Plan for the borough to 2042 potentially based on the standard method of 1041 homes per annum totalling 20,8200 homes. It is presently uncertain where future growth will be located, but it is likely that Basildon will remain the focus for new housing growth given the need to maximise sustainable development and minimising any impact on the Green Belt and infrastructure requirements. Significant growth is to be provided within Basildon town centre (circa 4,200 homes) with sites already having been granted permission 'on appeal' and other decisions 'pending'.

### Chelmsford

Chelmsford City is the focus of future housing growth within the adopted Local Plan focussing new housing and employment growth through making the best use of previously developed land in Chelmsford Urban Area; sustainable urban extensions around Chelmsford and South Woodham Ferrers; and development around Key Service Settlements outside the Green Belt. The Plan seeks to guide development up to 2036 and allocates some 9,700 additional homes to those already completed and with outstanding planning permission. Some 8,500 of these have been allocated within central and urban Chelmsford and north Chelmsford. Some 1200 new homes have been allocated in the south and east of the plan area, primarily at South Woodham Ferrers.

A Local Plan Review has commenced to roll the plan forward 5 years to 2041. It is estimated that an additional 8,000 homes will need to be identified over this period based on the Standard Methodology of 946 homes per annum. An Issues and Options consultation was undertaken in Autumn 2022.

### Colchester

Colchester will continue to be the focus of future housing growth with the adopted Local Plan focussing new housing growth on the urban area of Colchester, as well as to the North, South, East and West (including Stanway). The Plan seeks to guide development up to 2033 and allocates some 7,800 additional homes to those already completed and with outstanding planning permission. Some 2,000 of these have been allocated within Colchester urban area and 1,100 at Stanway. Some 600 have been allocated at Tiptree with the remainder spread at other sustainable settlements at minimum scale.

### Harlow

The adopted Local Plan identifies sites to deliver at least 9,200 dwellings over the Local Plan period to 2033. The Local Plan seeks to maximise the use of previously



developed land for new homes within Harlow including maximising opportunities for regeneration and redevelopment. Some 3,450 new homes will be delivered in the urban area with the remainder as part of Harlow and Gilston Garden Town (see below).

As at April 2022, some 23,235 (of which 9,300 completed) new homes are coming forward through sites of 1,000 or more dwellings (excluding Garden Communities).

| Local Plan | Status of Local Plan   | Site Specified                                | Planning Stage   | Approximate Anticipated Dwellings (rounded) |
|------------|--|---|--|---|
| Basildon   | Local Plan Withdrawn (March 2022)                                | The Wick, Wickford                            | With permission (Under Construction)                           | 3,500 (of which 3,220 completed)            |
|            |  | Craylands, Basildon                           | With Permission (Under Construction)                           | 1,400 (of which 1,300 completed)            |
|            |  | Basildon Town Centre (Market and Town Square) | With Permission (Not Started)                                  | 1,000                                       |
| Braintree  | Section 1 adopted February 2021<br>Section 2 – adopted July 2022 | East of Great Notley                          | Masterplanning   | 1,750                                       |
|            |  | East of Broad Road, Braintree                 | With Permission (Not Started)                                  | 1,000                                       |
| Chelmsford | Adopted May 2020   | Land North of South Woodham Ferrers           | Masterplans approved. Planning Applications – to be determined | 1,000                                       |
| Colchester |  | Middlewick Ranges, Colchester                 | Local Plan Allocation  | 1,000                                       |

| Local Plan | Status of Local Plan   | Site Specified                 | Planning Stage                       | Approximate Anticipated Dwellings (rounded) |
|------------|--|--------------------------------|--------------------------------------|---|
|            | Section 1 adopted February 2021<br>Section 2 – adopted July 2022?  | Chesterwell, Colchester        | With Permission (Under Construction) | 1600 (of which around 600 completed)        |
|            |  | Severells Hospital, Colchester | With Permission (Under Construction) | 1,000 (of which around 900 completed)       |
| Harlow     | Adopted Local Plan (December 2020)                                 | East of New Hall, Harlow       | With permission (Under Construction) | 1,730 (of which 820 completed)              |
|            |  | Gilden Way, Harlow             | With permission (Under Construction) | 1,050 (of which 690 completed)              |
| Maldon     | Adopted Local Plan (July 2017)                                     | South Maldon Garden Suburb     | With permission (Under Construction) | 1,425 (of which 400 completed)              |
|            |  | North Heybridge Garden Suburb  | With permission (Under Construction) | 1,370 (of which 230 completed)              |
| Tendring   | Section 1 adopted January 2021<br>Section 2 – adopted January 2022 | Hartley Gardens, Clacton       | Masterplanning                       | 1,700                                       |
|            |  | Rouses Farm                    | With permission (Not Started)        | 950   |

| Local Plan  | Status of Local Plan              | Site Specified                               | Planning Stage                       | Approximate Anticipated Dwellings (rounded) |
|---|-----------------------------------|--|--------------------------------------|---|
| Uttlesford  | Local Plan Withdrawn (April 2020) | Woodlands Park, Great Dunmow (Sectors 1 – 4) | With permission (Under Construction) | 1,760 (of which 1,210 completed)            |
| <b>Proposed Site Allocations (1,000 or more dwellings excluding Garden Communities)</b> |                                   |  |                                      | <b>23,235 (of which 9,370 completed)</b>    |

The distribution of identified growth, both with and without planning permission

North Essex at Colchester (7,000 homes), Braintree (3,070 homes), and Clacton (2,600 homes); in Mid Essex at Chelmsford (10,700 homes) and Maldon (2,120 homes); in South Essex at Basildon (3,000 homes) and Brentwood (3,110 homes); and West Essex at Harlow (4,690 homes) and Great Dunmow (2,250 homes).

**Future Growth by Settlement as at April 2022 (with and without Planning Permission)**

| Settlement                         | Number of Homes (Rounded) |
|------------------------------------|---------------------------|
| <b>Basildon</b>                    |                           |
| Basildon                           | 3,000                     |
| Wickford                           | 520                       |
| <b>Brentwood</b>                   |                           |
| Brentwood Urban Area               | 3,110                     |
| West Horndon                       | 580                       |
| Other                              | 410                       |
| <b>Braintree</b>                   |                           |
| Braintree (including Great Notley) | 3,070                     |
| Coggeshall                         | 340                       |
| Cressing                           | 550                       |
| Feering                            | 810                       |
| Halstead                           | 370                       |
| Hatfield Peverel                   | 460                       |
| Kelvedon                           | 300                       |
| Silver End                         | 430                       |
| Witham                             | 1,190                     |
| Other                              | 700                       |
| <b>Castle Point</b>                |                           |
| Canvey Island                      | 770                       |
| Thundersley / Benfleet/Hadleigh    | 1,010                     |
| <b>Chelmsford</b>                  |                           |
| Chelmsford Urban Area              | 10,700                    |

| <b>Settlement</b>           | <b>Number of Homes (Rounded)</b> |
|-----------------------------|----------------------------------|
| Great Leighs                | 1,120                            |
| South Woodham Ferrers       | 1,040                            |
| Other                       | 450                              |
| <b>Colchester</b>           |                                  |
| Colchester Urban Area       | 7,000                            |
| Mersea                      | 220                              |
| Tiptree                     | 820                              |
| Wivenhoe                    | 830                              |
| Other                       | 600                              |
| <b>Epping Forest</b>        |                                  |
| Chigwell                    | 310                              |
| Epping                      | 670                              |
| Loughton                    | 690                              |
| North Weald Bassett         | 1,070                            |
| Ongar                       | 510                              |
| Waltham Abbey               | 1,120                            |
| Other                       | 1,040                            |
| <b>Harlow</b>               |                                  |
| Harlow                      | 4,690                            |
| <b>Maldon</b>               |                                  |
| Maldon                      | 2,120                            |
| Burnham on Crouch           | 370                              |
| <b>Rochford</b>             |                                  |
| Hockley                     | 190                              |
| Hullbridge                  | 390                              |
| Rochford                    | 1,090                            |
| Rayleigh                    | 1,150                            |
| Other                       | 190                              |
| <b>Tendring</b>             |                                  |
| Clacton                     | 2,610                            |
| Elmstead Market             | 250                              |
| Frinton/Walton              | 610                              |
| Great Bentley               | 320                              |
| Harwich and Dovercourt      | 770                              |
| Manningtree/Lawford/Mistley | 1,050                            |
| St Osyth                    | 220                              |
| Weeley                      | 300                              |
| Other                       | 570                              |
| <b>Uttlesford</b>           |                                  |
| Elsenham                    | 490                              |
| Great Dunmow                | 2250                             |
| Saffron Walden              | 580                              |
| Takeley                     | 260                              |
| Other                       | 1,090                            |

## 4. Highway and Energy Infrastructure Projects in Essex

| Infrastructure Scheme                        | Lead              | Decision Pathway                              | Potential/Actual Delivery Date   |
|--|-------------------|---|--|
| <b>Highway Schemes</b>                       |                   |   |  |
| M11 Junction 7a                              | ECC               | Planning Application                          | Opened to traffic<br>June 2022   |
| M25, Junction 28                             | National Highways | Nationally Significant Infrastructure Project | Construction to commence October 2022<br><br>Open to traffic - Summer 2025 |
| Chelmsford North-East Bypass                 | ECC               | Planning Application                          | Permission granted – April 2022<br><br>Open to traffic – 2025              |
| A120/A133 Link Road and Rapid Transit System | ECC               | Planning Application                          | Permission granted – November 2021<br><br>Open to traffic - 2025           |
| Beaulieu Park Station                        | ECC/ Network Rail | Planning Application                          | Outline Permission granted – 2013<br><br>Open – late December 2025         |
| A12 Widening (19 – 25)                       | National Highways | Nationally Significant Infrastructure Project | Construction to commence – 2023 - 2024<br><br>Open to traffic - 2027/28    |
| Lower Thames Crossing                        | National Highways | Nationally Significant                        | Commence construction in 2024  |

| Infrastructure Scheme   | Lead  | Decision Pathway                              | Potential/Actual Delivery Date                                  |
|---|---|---|---|
|   |   | Infrastructure Project                        | Open to traffic - 2029/30                                       |
| New A120 Braintree to the A12 route   | ECC/ National Highways  | Nationally Significant Infrastructure Project | Await RIS3 (2025 – 2030) to be published in 2024                |
| A127/A130 Fairglen Interchange – (short term)   | ECC   | Panning Application                           | Permission granted – December 2021<br>Open to traffic - 2023/24 |
| Army and Navy Sustainable Transport Package   | ECC   | Planning Application                          | Open to traffic – early 2028                                    |
| <b>Renewable Energy Schemes (Nuclear, Solar, Offshore Wind and Electricity Network Reinforcement)</b> |   |   |   |
| Bradwell B Nuclear Power Station  | China Generation Nuclear Power Corporation (CGN) and EDF Energy | Nationally Significant Infrastructure Project | Paused January 2021<br>Scheme recommencement - not defined      |
| East Anglia Green   | National Grid   | Nationally Significant Infrastructure Project | Fully operational from early 2031                               |
| Bramford to Twinstead Connection Project  | National Grid   | Nationally Significant Infrastructure Project | Fully operational in Autumn 2028                                |
| Longfield Solar Farm  | EDF Renewables/Padero   | Nationally Significant                        | Operational by 2026   |

| Infrastructure Scheme       | Lead                   | Decision Pathway                              | Potential/Actual Delivery Date |
|-----------------------------|------------------------|---|--------------------------------|
|                             |                        | Infrastructure Project                        |                                |
| North Falls Wind Farm       | SSE Renewables/RWE     | Nationally Significant Infrastructure Project | Fully operational by 2030      |
| Five Estuaries Wind Farm    | Consortium lead by RWE | Nationally Significant Infrastructure Project | Fully operational by 2030      |
| Oikos Marine and South Side | Oikos Storage          | Nationally Significant Infrastructure Project | DCO Submission – early 2023    |

### **Planned New Highway Infrastructure**

#### **A12 Chelmsford to A120 widening scheme (Junctions 19 to 25)**

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and will be subject to an application for a Development Consent Order (DCO) to obtain the necessary approvals to construct and operate the scheme.

National Highways (NH) made its preferred route announcement for junctions between 19 and 23 in October 2019 and junctions 23 and 25 in 2020. A further supplementary consultation was undertaken in November 2021 resulting from further design work and environmental information regarding scheme design. The Government's Road Investment Strategy 2 (RIS2) stated that the A12 scheme will need to take into account the evolving proposals for the proposed A120 Braintree to A12 improvements and this is being considered as part of the A12 scheme. There is now a preferred route for the whole scheme, from junctions 19 to 25 which involves widening the A12 to three lanes throughout (where it is not already three lanes) and creating two bypasses, one between Junctions 22 and 23 and another between Junctions 24 and 25. The RIS2 programme published in March 2020 confirmed the A12 J19-25 scheme is now a fully funded allocation across RIS1 and 2 programmes. NH submitted the DCO Application to the Planning Inspectorate on 15<sup>th</sup> August and was accepted on 12 September 2022. The examination is likely to commence in early 2023 with a decision on the scheme by the end of 2023.

In progressing the A12 widening scheme as part of the RIS programme ECC will seek to ensure good access is made to the A12, it is widened, realigned and the junctions are rationalised. The future timetable through to opening is as follows:

- July 2022 Application for Development Consent Order
- 2023 Development Consent Order secured for junctions
- 2023 to 2024 Start of works junctions
- 2027 to 2028 Open for traffic junctions

### New A120 Braintree to A12

ECC has progressed work, on behalf of NH, for a new and improved A120 between Braintree and the A12. ECC identified its favoured Route D which would join the A12 south of Kelvedon in June 2018. ECC considers this would help address A120 movements but would also be instrumental in addressing through traffic issues in the local area including around Feering and Kelvedon. In March 2020, the government announced details of the second Road Investment Strategy (RIS2) covering April 2020 to March 2025, which stated that the A120 is one of the Road Investment Strategy 3 (RIS3) 'pipeline projects' that will undergo further analysis for consideration for potential future investment. The A120 is amongst the most advanced unfunded strategic road schemes in the country (in terms of design stage), so once funding is secured it is 'shovel -ready'. NH are currently carrying out a validation exercise of all the work undertaken by ECC and once completed will present its findings to government. ECC, and partners, are continuing to lobby for a committed A120 scheme as early as possible.

### Chelmsford Northeast Bypass and Beaulieu Railway Station

In August 2019 the Chelmsford Northeast Bypass (CNEB) and Beaulieu Railway Station scheme secured £218m in Housing Infrastructure Fund (HIF) funding to add to the £34m secured from the South-East Local Enterprise Partnership and developer Countryside Zest. Additional funding is being secured from other developments in North Chelmsford, the new Chelmsford Garden Village, and development to the south of Braintree. This infrastructure will maximise the housing and economic opportunity in the area and sustain the continued delivery of hundreds of homes each year. In total the completion of over 10,000 new homes relies on Beaulieu Station and CNEB opening.

The CNEB will connect to the new Garden Community in the south and Deres Bridge and Great Leighs in the north providing a vital link between the A120 and the A12. The CNEB will be delivered in two phases. Phase 1 was granted approval by ECC in April 2022 and will provide a single carriageway road between roundabout 4 of the Beaulieu Park Radial Distributor Road (RDR1) and a new roundabout on the A131 at Chatham Green plus dualling of the existing A131 between Chatham Green and Deres Bridge Roundabout. Construction commenced in August 2022, and phase 1 potentially open for traffic in 2025, which will meet the traffic demands for the next 15 years.

Phase 2 is anticipated to be constructed beyond the life of the current Chelmsford Local Plan (2013 to 2036). Works would include adding an additional carriageway to the single carriageway delivered in Phase 1 to form a dual carriageway for the entire



length and include a new stretch of dual carriageway south of the RDR Roundabout 4. Works to Boreham Interchange would depend upon upgrades delivered through National Highways Schemes at that point. Phase 2 would be subject to a further planning application if that scheme were to be taken forward in the future.

The new Beaulieu railway station will provide access to the Great Eastern Main Line (GEML). Trains will be able to pass each other at the new station to make the whole line more reliable. It will relieve crowding at Chelmsford railway station and act as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the new garden community. In January 2022, the station moved forward into GRIP Stage 5 covering detailed design. The scheme has outline planning permission and Chelmsford City Council granted detailed permission regarding detailed design, public and commercial space in June 2022. Separate applications will be submitted regarding sustainable access to the station by a bus link and the pedestrian and cycle access. ECC are in contract with Network Rail to start construction of the station. Construction will commence in 2023 and be open in late 2025.

### A120/A133 Link Road and Rapid Transit System

Linking the A120 and A133 with a new dual road will help unlock some 25,000 homes to be built in Colchester and Tendring Districts by 2033, including the new Tendring Colchester Borders Garden Community comprising between 7,500 – 8,000 homes. Ultimately forming part of the Garden Community the Link Road will create accesses into and from it, creating easy access to the A120, while also providing a connection to the new Rapid Transport System which will link the existing Park and Ride on the A12, through the town centre to the new community at a new 'Park and Choose' site. It will also improve connectivity locally and within the wider region to the A120 and A12 enabling people to more easily access the A120 and A12 and reducing the need to travel directly into Colchester. It will also serve new park and ride sites and relieve traffic going to the University of Essex and its Knowledge Gateway technology and research park. Both are major employers and key contributors to the UK economy. In August 2019 it was announced that the A120/A133 Link Road (up to 2km in length) and the Colchester Rapid Transit System (RTS) scheme to serve the Tendring Colchester Braintree Borders GC had been successful in securing £99.9m funding through the HIF. Following an assessment of route options, a consultation was held in November 2019, leading to ECC [approving a preferred route in May 2020 and gaining permission in November 2021](#). The scheme is anticipated to be completed during 2025 to support the first homes within the Garden Community.

### M25, Junction 28

This scheme is categorised as a NSIP under the Planning Act 2008 and will be subject to an application for a DCO to obtain the necessary approvals to construct and operate the scheme. The Scheme is included within RIS1, which is fully funded.

In early 2019, NH identified its preferred Option 5F which includes the following key features:

- a new two-lane loop road with hard shoulder, for traffic travelling from M25 to A12 eastbound

- a second exit road from the M25 anti-clockwise carriageway onto the new loop road
- a new bridge to allow the loop road to pass over the M25 anti-clockwise entry road
- an overbridge to support the A12 eastbound exit road to allow the proposed loop road to pass underneath and join the A12 eastbound carriageway

In December 2019 NH consulted upon further potential amendments to the scheme in terms of redesign, mitigation proposals and the location of work compounds. In May 2022, the scheme was granted its Development Consent Order by the Secretary of State for Transport. Main construction work is planned to commence in October 2022 and completed by Summer 2025.

### Lower Thames Crossing (LTC)

This scheme is categorised as a NSIP under the Planning Act 2008 and will be subject to an application for a DCO to obtain the necessary approvals to construct and operate the scheme.

Government recognised the need for the LTC by naming it a top 40 priority scheme in the National Infrastructure Plan in 2011. The LTC will increase capacity across the Thames and will allow nearly double the amount of traffic to cross the Thames. The scheme will provide approximately 14.5 miles (23km) of new roads connecting the tunnel to the existing road network with three lanes in both directions with a maximum speed limit of 70mph. There will be improvements to the M25, A2 and A13, where the LTC connects to these roads. New structures and changes to existing ones (including bridges, buildings, tunnel entrances, viaducts, and utilities such as electricity pylons) will be required along the length of the new road. There will be two 2.5-mile (4km) tunnels, one for southbound traffic, one for northbound traffic.

NH undertook public consultation on route options in 2013, DfT announced its preferred route in 2017, and a statutory consultation on the route was undertaken in 2018. A supplementary consultation was undertaken in March 2020 to further refine the route and a further consultation until June 2022. The DCO application was submitted on 31<sup>st</sup> October 2022 and accepted for examination in December 2024, and if consent is granted NH intend to commence construction in 2024, with a new LTC likely to open in 2029/2030.

### M11 Junction 8

The area around Junction 8 of the M11 is increasingly congested and lacking capacity at peak times. Planned developments in the north of Bishop's Stortford and local growth planned in East Herts and Uttlesford will lead to an increasing amount of traffic using the junctions in the years ahead as London Stansted Airport continues to grow.

Following a successful bid in 2017 for the Department for Transport's National Productivity Investment Fund, the scheme is progressing to improve access between the M11 and A120 with London Stansted Airport, Bishop's Stortford, Birchanger Services and Takeley and to reduce congestion and improve capacity on the M11 Junction 8 exit slips and the A120.

#### South-west of M11 Junction 8:

- an additional approach lane is to be constructed from the M11 Junction 8 northbound exit slip onto the A120, with dedicated access into Birchanger Green Services, to increase capacity and reduce queuing
- install upgraded traffic signals to better manage traffic and reduce queuing on the slip road

#### North-east of M11 Junction 8:

- add an additional approach lane on the M11 Southbound slip road to separate traffic to Stansted Airport, the A120, Takeley, motorway services, and Bishop's Stortford
- upgrade traffic signals and overhead signage to improve traffic movement

It is currently anticipated that construction will take approximately 18 months to be completed because certain works on the motorway network and the Essex County Council network cannot be constructed at the same time, to help mitigate the level of disruption.

#### A127/A130 Fairglen Interchange – (short term)

The A127 / A130 Fairglen Interchange is a crucial link in the South Essex Road network forming a strategic connection between the A13, A127, A130 and A1245. A 'short-term' scheme was granted permission in 2019 to increase the capacity of the A127 / A130 Fairglen Interchange, reduce journey times, address existing safety concerns and improve pedestrian and cycling connectivity. The scheme includes a new 'Southend Link Road' linking the A130 southbound to a new signalised junction on the A1245, widened slip roads, improvements at the Rayleigh Spur Roundabout, and a new bridge for pedestrians and cyclists, linking to existing routes alongside the A127. Planning consent for the scheme was granted in December 2019 and main works were scheduled to start in 2022.

The 'short term' scheme has been future proofed in order that it does not obstruct any future long-term scheme, which requires further design work and is not presently funded.

#### Army and Navy Sustainable Transport Package

The [Army and Navy Sustainable Transport Package was](#) approved by ECC in March 2022. It includes the redesign of the junction in the form of a hamburger roundabout; improved walking and cycling facilities at the junction and on approaches; improved bus priority/bus lanes on Parkway; extension to Essex Yeomany Way bus lane; and a 350 space expansion of Sandon park and ride and 500-spaces at Chelmer Valley Park and Ride instead of a new Park and Ride site in Widford. Based on the current programme, a planning application will be submitted in Summer 2023 and a final business case to the Department for Transport in Summer 2024, with construction scheduled to start in Spring 2025 and open to traffic in early 2028. Funding is being

pursued from the Government's Major Road Network (MRN) and Large Local Majors programme with an outline business case being submitted in September 2022 to the MRN.

## **Other Major Infrastructure Projects in Essex**

### **Bradwell B Nuclear Power Station**

This scheme is categorised as a NSIP under the Planning Act 2008 and will be subject to an application for a DCO to obtain the necessary approvals to construct and operate the scheme.

The National Policy Statement (NPS) for Nuclear Power Generation (NPS EN-6) (2011) identified Bradwell as a potentially suitable site for a new nuclear power station. The site is next to the decommissioned Bradwell power station at Bradwell-on-Sea in the district of Maldon.

Bradwell B undertook a Stage One consultation on proposals for a new nuclear power station at Bradwell-on-Sea between 4<sup>th</sup> March and 1<sup>st</sup> July 2020. Bradwell B would generate approximately 2.2GW of electricity, providing power for around four million homes across the UK. Some associated developments will be needed to support construction, such as park and ride sites, freight management facilities, accommodation campuses, marine transport facilities and road improvements.

Once operational Bradwell B is likely to create around 900 permanent jobs in operating the power station, along with around 9,100 construction workers at the busiest stage of construction, which would likely last for less than three years.

A significant amount of transport infrastructure will be required including the potential for a Beach landing facility, Bulk material jetty or Marine offloading facility. HGV movements will depend on material quantities, the precise timetable of construction works and the platform height for Bradwell B. Initial assessments suggest that the average daily two-way HGV movements at peak could be between 500-700.

Following receipt of the necessary consents, construction of the power station would take approximately 9-12 years. Construction would take place in five main stages Site preparation (24-36 months); Civil construction (29-38 months); installation (27-33 months); Commissioning (14-20 months).and restoration (24-36 months).

The project was paused in January 2020 with the applicant focussing on two key areas, the Generic Design Assessment (GDA) and Engineering Feasibility. The GDA for the UK HPR1000, the reactor technology proposed for Bradwell B, was successfully completed on 7<sup>th</sup> February 2022, with approval from both the Office for Nuclear Regulation (ONR) and the Environment Agency for use in the UK. The project is not expected to come forward in the immediate future.

### **Bramford to Twinstead Connection Project**

The Bramford to Twinstead project is needed to carry more renewable and low carbon power from offshore wind, interconnectors and nuclear power into the national grid. The project proposes the following:

- Approximately 29km of new 400 kV electricity transmission connection between Bramford substation (in Suffolk) to Twinstead Tee (in Essex/Braintree), comprising approximately 19km of overhead line and 10km of underground cable along the entire route (of which 4km is in the Stour Valley in Essex);
- Four cable sealing end compounds to connect overhead line and underground cable sections together;
- Removal of approximately 25 km of existing 132 kV pylons between Burstall Bridge and Twinstead Tee;
- Removal of approximately 2.5 km of existing 400 kV pylons south of Twinstead Tee; and
- A new grid supply point (GSP) substation at Butler's Wood, to connect the local distribution network (operated by UK Power Networks) into the National Grid.

National Grid (NG) intend to submit a twin tracked Planning Application for the substation in isolation. The substation will remain part of the NSIP but the Planning Application would come before Braintree District Council later in 2022.

NG has undertaken a statutory consultation for the project between 25th January to 21st March 2022. A further targeted consultation on changes in the western part of the Stour Valley (including Essex) has been undertaken in September/October 2022. A DCO application is scheduled to be submitted to PINS during early 2023 with construction to commence during Autumn 2024 and to be operational in Autumn 2028.

### East Anglia Green

NG wants to build a 400kV electricity overhead transmission line in East Anglia over a distance of some 180km, running from Norwich to Tilbury. The reinforcement would comprise mostly overhead line and underground cabling through the Dedham Vale Area of Outstanding Natural Beauty (AONB) and a new 400 kV connection substation in the Tendring district. Works would be required at the existing 400 kV substations at Norwich, Bramford and Tilbury. Cable sealing end (CSE) compounds would be required to connect sections of underground cable with the overhead lines.

The scheme has been subject to a Non-Statutory Consultation between 21<sup>st</sup> April and 16<sup>th</sup> June 2022. A formal public consultation is scheduled for April – June 2023 and DCO submission in December 2024 with hearings/decision in 2025/26. Construction is planned to commence in 2027 and be fully operational from early 2031.

### Longfield Solar Farm

Longfield Solar Energy Farm Limited is proposing a new solar farm site on farmland northeast of Chelmsford and north of the A12 between Boreham, Hatfield Peverel, Great Leighs and Terling. The site falls across both the Chelmsford City Council and Braintree District administrative areas. The project is a joint venture between EDF Renewables (EDFR) and Padero Solar.

The proposal for the solar farm includes:

- ground mounted solar photovoltaic (PV) panels;
- battery storage;
- grid connection infrastructure, which allows export or import of up to 500MW of electricity to and from the National Grid;
- supporting infrastructure, such as sub-stations, inverters, transformers, switchgear and internal cabling;
- areas for landscaping, habitat and biodiversity improvements and mitigation; and
- other associated infrastructure needed for the construction and operation of the site, such as construction compounds, access tracks and welfare facilities.

The Planning Inspectorate accepted an application for a Development Consent Order (DCO) for examination on 28 March 2022. The Examination will take place in September/October 2022. The scheme is planned to be operational by 2026.

### North Falls Wind Farm

North Falls Offshore Wind Farm is being developed on a 150km<sup>2</sup> site located adjacent to the Greater Gabbard Offshore project. Its final capacity will be no less than its sister project Greater Gabbard at 504MW, which generates enough power to supply the annual electricity needs of approximately 400,000 UK homes.

North Falls will connect the wind turbines to up to two offshore substations and export cables will transmit the power from the offshore substation(s) to shore, with onshore cables taking it to an onshore substation before it enters the national grid. The grid connection is to be determined by National Grid with a connection having been offered within East Anglia Coastal. The precise location is not yet finalised but likely to be on the Tendring Peninsula, potentially north of the Lawford substation. North Falls to go out to non-statutory consultation in Autumn 2022. Further consultation is planned in 2023 ahead of DCO submission in late 2023/34. North Falls is planned to be operational by 2030.

### Five Estuaries Wind Farm

Five Estuaries Offshore Wind Farm is the sister project of the existing 353MW Galloper Wind Farm, 30km off the coast of Suffolk with between 48 – 79 turbines operating in two separate fields. Its final capacity will be at 504MW, which could supply the annual electricity needs of approximately 400,000 UK homes. Currently the project team are in the early stages of developing the wind farm and are considering the project design and infrastructure both onshore and offshore. It is expected that there will be the need for one onshore substation known as the East Anglia Coastal Substation, potentially to the north of the Lawford substation. Public consultation has been undertaken in August 2022 with further statutory consultation in early 2023. It is planned to submit a DCO during 2023 with a decision expected 2024/25 and be fully operational by 2030.

## Oikos Marine and South Side

The Oikos Marine and South Side project comprises the alteration of existing harbour facilities by the installation of new import and export infrastructure, including marine loading arms and pipelines on the existing operational jetties to improve their operational efficiency together with the construction of new storage tanks across the southern part of the facility. Other associated works include a new workshop; additional road tanker loading facilities, on-site parking; and off-site ecological mitigation works.

The application was expected to be submitted to the Planning Inspectorate in 2023.

## Education

As of September 2021, there were 448 primary, infant and junior schools; 78 secondary schools; 2 all-through schools and 1 University Technical College in Essex. The total capacity in May 2021 was 129,477 primary places and 102,455 secondary places.

In May 2021 there were 118,255 primary pupils and 91,111 secondary pupils (including sixth form) on roll at ECC schools. This was an increase of 175 primary and 1,987 secondary pupils since January 2020. This increase in demand for school places in Essex is predicted to continue.

The forecasts suggest that the total number on roll by 2031/32 will be 129,766 primary pupils and 100,075 secondary school pupils (including sixth form). This will change as local authorities review existing and prepare new Local Plans to cover the period beyond 2040.

## 5. Economic growth

The Essex economy is strong, generating an annual output of £40 billion, larger than many city regions. Essex is a substantial, growing, and diverse economy. The county supports 700,000 jobs and 74,000 businesses. It is home to world leading R&D in quantum technologies, medicine, data science and advanced manufacturing – all underpinned by growing universities. Our connections to London, Cambridge and the M11 Corridor, East Anglia, and the rest of the world are growing rapidly as more people choose to make Essex their home.

By 2040 Essex is likely to increase by 13 per cent, or 192,000 people, to 1.65 million – allowing for significant economic growth (ONS, 2020).

The five key growth sectors that ECC has identified as having the potential to bring transformative economic opportunities are:

- Construction (including green construction and retrofit)
- Clean energy
- Advanced manufacturing and engineering
- Digi-tech
- Life sciences (including med-tech and care-tech)