

## Regulation 19 Local Plan



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## Foreword

Preparing this Plan has proved to be a challenging process. We have consulted widely and received many representations as to the issues and options it needs to address. We have sought views on the priorities for residents and businesses and infrastructure providers.

We have asked about the factors that need to be taken into account in planning for homes that people working in Uttlesford can afford, new and existing businesses, jobs, schools, healthcare and other community facilities, opportunities for sport and recreation, cultural activities, Stansted Airport and new communities that accord with garden city principles. We call them garden communities. We are committed to ensuring that they are exemplar developments.

Equally important are conserving and enhancing Uttlesford's historic environment assets and their settings, natural environment and landscape character, and air quality. We have assessed the implications for transport and utilities at the level appropriate for plan making. All the contributions have been taken into account. We have sought to create a strategy that best resolves all the considerations, and tested it against alternative approaches.

This version of the Plan is consequently the version that the council intends to adopt. The council as a whole is satisfied that it meets the soundness tests. However, first it will need to be subject to independent examination by a Planning Inspector. To inform that examination of the Plan, the council needs now to publish it and invite representations. These should focus on whether the plan has been positively prepared, is justified, effective and consistent with national policy.

The council has followed an inclusive approach to preparing this Plan, with a cross party working group meeting in public. There have been opportunities for residents and organisations to address these meetings. This has been useful in challenging our work. It has informed the choices that needed to be made, and how we needed to strengthen the evidence that supports its development strategy, proposals and policies.

We are grateful to everyone who has contributed to the process and consequently improved the Plan.

Cllr Howard Rolfe

Cllr Alan Dean

Leader of the Council

Leader of the Liberal Democrat  
Group

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## Introduction 1

### What is the Local Plan?

**1.1** The Uttlesford Local Plan was adopted in 2005. It still forms the basis for making planning decisions within the District alongside the National Planning Policy Framework (NPPF) published in March 2012<sup>(1)</sup> and the Planning Practice Guidance but it is becoming increasingly out of date. A new Local Plan is needed to effectively guide how the District grows, ensuring its unique character is protected and enhanced, and to reflect more recent Government policy.

**1.2** The new Uttlesford Local Plan (referred to as the 'Local Plan' in this document) will be part of the statutory planning framework for the District to 2033 guiding decisions on all aspects of development. The new Local Plan will set out how and where new homes, jobs, services and infrastructure will be delivered and the type of places and environment that will be created.

**1.3** The Local Plan has been prepared in compliance with the NPPF, the Uttlesford District Council Corporate Plan 2018-2022 and the Uttlesford Community Strategy. The Local Plan has been informed by extensive public engagement over several years and a wide range of evidence which is available on the Council's website.

**1.4** In developing the Local Plan, the District Council has worked collaboratively with authorities which adjoin or are close to Uttlesford and other organisations through the Duty to Co-operate mechanism to seek to identify a way forward on those issues of a strategic nature and to ensure strategic priorities are co-ordinated and reflected in the Local Plan.

### The Development Plan

**1.5** The Local Plan is prepared by Uttlesford District Council and will be used to inform decisions on planning applications across the District, in conjunction with any development plan documents relating to minerals and waste prepared by Essex County Council and any neighbourhood plans prepared by the community. Together these plans comprise the Development Plan for Uttlesford.

**1.6** All planning applications will be determined in accordance with the Development Plan unless material considerations indicate otherwise.

**1.7** In Uttlesford, neighbourhood plans can be prepared by either town or parish councils and make up part of the Development Plan for the District as described above. These Neighbourhood Plans play an important role setting out in more detail how a community wishes to see its area develop.

**1.8** Where neighbourhood plans are prepared they must be in general conformity with the policies set out in the Local Plan in accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended).

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1 [National Planning Policy Framework \(NPPF\) \(DCLG, 2012\).](#)

## 1 Introduction

**1.9** Uttlesford District Council will continue to support communities who wish to prepare neighbourhood plans. Details of how the Council can help with the preparation of neighbourhood plans are set out on the Council's website.

**1.10** The District Council will consider the need for any further Development Plan Documents (DPDs) as necessary such as specific allocation or area action plans necessary to deliver the Local Plan.

### National Planning Policy

**1.11** Government planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). The NPPF sets out the Government's planning policies for achieving sustainable development and is complemented by the NPPG which provides additional guidance for practitioners.

**1.12** The Local Plan has been prepared in compliance with national policy including the Housing White Paper – Fixing Our Broken Housing Market<sup>(2)</sup>. In particular, the NPPF states that for a local plan to be considered sound, it must comply with the legal and procedural requirements of plan making and demonstrate that it is:

- *Positively prepared* - The plan is based on a strategy which seeks to meet development and infrastructure needs;
- *Justified* – The plan is the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence;
- *Effective* – The plan is deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- *Consistent with national policy* – The plan enables the delivery of sustainable development.

### Sustainability Appraisal and Habitats Regulation Assessment

**1.13** Under the Planning and Compulsory Purchase Act 2004<sup>(3)</sup> the Sustainability Appraisal (SA) of development plans is mandatory. For the development plan it is also necessary to conduct an environmental assessment in accordance with the requirements of the Strategic Environmental Assessment Directive (SEA) (European Directive 2001/42/EC). Therefore, it is a legal requirement for Local Plans to be subject to SA and SEA throughout its preparation. The requirements to carry out SA and SEA are distinct, although it is possible to satisfy both using a single appraisal process. The aim of the process is to appraise the social, environmental and economic effects of plan strategies and policies and ensure that they accord with the objectives of sustainable development.

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2 [Fixing our broken housing market \(DCLG, 2017\).](#)

3 [Planning and Compulsory Purchase Act \(2004\). Available: https://www.legislation.gov.uk/ukpga/2004/5/contents](https://www.legislation.gov.uk/ukpga/2004/5/contents)

## Introduction 1

**1.14** The SA, incorporating the SEA, has been undertaken as an integral part of preparing the Local Plan and helps arrangements for monitoring and implementation. The SA process has the following five stages:

- Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope;
- Stage B: Developing and refining alternatives and assessing effects;
- Stage C: Prepare the sustainability appraisal report;
- Stage D: Seek representations on the sustainability appraisal report from consultation bodies and the public; and
- Stage E: Post adoption reporting and monitoring.

**1.15** In relation to the preparation of the Local Plan the following reports have been prepared and influenced the Local Plan's content through an iterative process:

- Sustainability Appraisal Scoping Report (July 2015 and updated September 2015)<sup>(4)</sup>;
- Sustainability Appraisal of the Issues and Options consultation incorporating Areas of Search and Strategic Scenarios (September 2015)<sup>(5)</sup>;
- Sustainability Appraisal of the Draft Uttlesford Local Plan (June 2017)<sup>(6)</sup>; and
- Sustainability Appraisal of the Pre-Submission Uttlesford Local Plan (May 2018).

**1.16** Under the EU Habitats Directive (92/43/EEC) a Habitats Regulations Assessment (HRA)<sup>(7)</sup> is required for any proposed plan or project which may have a significant effect on one or more European sites and which is not necessary for the management of those sites. The purpose of the HRA is to determine whether or not significant effects are likely and to suggest ways in which they could be avoided. The first stage is to carry out a Screening process to establish if the Local Plan might have any Likely Significant Effects (LSEs) on any European site and therefore to determine whether a full HRA would be required for the Local Plan. A screening has been undertaken for the Local

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4 [Sustainability Appraisal \(SA\) & Strategic Environmental Assessment \(SEA\) \(ECC, 2015\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5268&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5268&p=0)

5 [Local Plan: Areas of Search \(AoS\) and Strategic Scenarios Consultation Sustainability Appraisal \(SA\) and Strategic Environmental Assessment \(SEA\) \(ECC, 2015\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5333&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5333&p=0)

6 [Sustainability Appraisal \(SA\): Environmental Report \(Place Services, 2017\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6989&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6989&p=0)

7 Habitats Regulation Assessment (2017). Available at: <https://www.uttlesford.gov.uk/article/4122/Legal-compliance>

## 1 Introduction

Plan and the HRA Screening Report is available on the Council's website<sup>(8)</sup>. Both the Sustainability Appraisal and the HRA Screening Report are subject to six weeks public consultation alongside the Local Plan

### Structure of the Local Plan

The Uttlesford Local Plan is divided into the following sections:

- Section 2 - The District profile which gives an overview of Uttlesford's characteristics, the issues that arise from this and lead to the identification of the Vision and Objectives for the Local Plan;
- Section 3 - The Spatial Strategy and Key Diagram for the Plan – the big picture of “where” and “when” we want activity, development and investment to be over the period to 2033. This includes the roles and relationships of the settlements, the distribution of development and areas that will be protected from development – what it means for the various areas in the District. This section also includes the policies for new Garden Communities, London Stansted Airport, the Green Belt and the Countryside Protection Zone;
- Sections 4 - 11 – These sections set out the Policies by topic that apply to the whole of the District. These policies cover: Housing, Employment, Retail and Tourism, Transport, Infrastructure, Design, the Environment and the Countryside;
- Section 12 - The Site Allocations policies which identify areas for development and include the policies which will determine how these areas should be developed;
- Section 13 – Delivery and Monitoring - This section sets out how further details of the Plan's implementation and how it will be monitored and reviewed to ensure its objectives are met;
- Appendices 1-7, covering the Replacement Policy Schedule, the Monitoring Framework, Housing Trajectory, Garden Community Principles, Marketing Assessment Information, Existing Employment Sites Schedule and Inset Maps; and
- The Policies Map of the Local Plan - The purpose of the Policies Map is to identify areas of protection, sites allocated for particular land use and development proposals to which specific policies apply.

**1.17** Every effort has been made to make the document as clear as possible. However, it does contain some technical language so there is a Glossary of Terms and Abbreviations in Section 14 to help readers with the range of new terms that have been introduced. Where appropriate footnotes are also included at the bottom of each page of the Local Plan.

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8 <https://www.uttlesford.gov.uk/article/4122/Legal-compliance>

## Introduction 1

**1.18** The Local Plan should be read as a whole. All policies are interrelated and must be read together to understand their combined effect. Unless otherwise stated, they apply across the whole District and are designed to encourage, facilitate and manage development that makes a positive contribution to the District.

**1.19** The Local Plan, when it is adopted, will replace all the remaining saved policies from the Uttlesford District Plan adopted in 2005. A table of the policies that will be replaced by the Local Plan is included in Appendix 1.

## 2 Spatial Portrait, Vision and Objectives

### Introduction

**2.1** This section sets out the spatial portrait of Uttlesford, the vision we have for the future of the area and the objectives we will follow to achieve that vision.

**2.2** The spatial portrait describes where we are now; it gives an overview of Uttlesford's characteristics and the opportunities and challenges that arise from those characteristics.

**2.3** The vision describes what we want for the District in the future and how we see the District will develop and move forward. The objectives set out how we will achieve our vision and provide specific direction to the policies of this Local Plan.

### About Uttlesford

**2.4** Uttlesford is a large rural District in North West Essex covering approximately 250 square miles. The District includes two market towns that serve extensive rural hinterlands and has 56 parishes. A number of larger villages also provide services to their surrounding catchment areas. The District has a total population of 86,200 people.

**2.5** The two major settlements, Saffron Walden and Great Dunmow, are market towns with town centres providing a range of services to an extensive rural catchment area. These towns provide vital facilities for the District such as schools, health services and nearly all the District's food shopping needs. They are also important cultural and leisure destinations for the District and beyond. There are a number of larger villages: Stansted Mountfitchet, Thaxted, Elsenham, Great Chesterford, Hatfield Heath, Newport and Takeley. Stansted Mountfitchet and Thaxted provide local centres, while the other villages also provide a range of services to the surrounding rural areas. There are a large number of smaller villages which mainly provide services for their local communities. Smaller hamlets, groups of cottages and isolated homes and farmsteads are scattered across the District. About 70% of the District's population live in the villages and countryside outside Saffron Walden and Great Dunmow.

**2.6** Beyond the District the nearest towns are Bishop's Stortford and Braintree which both lie close to the District's southern boundaries, whilst Cambridge and Chelmsford are also accessible and provide a greater range of services. Further afield is London with good transport links to the District by both road and rail. The south west of the District includes the outer edge of the Metropolitan Green Belt around Bishop's Stortford. London Stansted Airport is located in the south of the District surrounded by a designated Countryside Protection Zone.

**2.7** The 2011 Census indicates that the average age of the District's population is 40 and nearly 30% of the population is within the 45-64 age group; this is a larger percentage than that for England overall which is 25%. The proportion of older people is similar to the national average. During the plan period the number of older people in the District is expected to rise and the ratio of working age to older people is expected to fall. The number of people aged 65 and over living alone in Uttlesford is also expected to rise. The proportion of Uttlesford's population from black and minority ethnic groups



## Spatial Portrait, Vision and Objectives 2

is 3%, substantially lower than the England figure of 15% (2011 Census). The population of the District is becoming more diverse over time. There are also a small number of people from travelling communities in the District.

**2.8** The distinct rural character of the District with its attractive and historic market towns and villages is widely recognised. The District is characterised by more than twenty distinct and often sensitive landscapes punctuated by historic settlements, protected lanes, and historic parks and gardens. The quality of the cultural heritage in the District is high with around 3,700 Listed Buildings, 36 Conservation Areas and seven Registered Parks and Gardens, as well as 73 Scheduled Monuments and more than 4,000 records of archaeological sites and finds in the District. The District is also important in terms of biodiversity and nature conservation. It has a significant proportion of ancient woodland including the Hatfield Forest which is an important remnant of a medieval forest. The District has two National Nature Reserves, 12 Sites of Special Scientific Interest (SSSIs) and 281 Local Wildlife Sites as well as more than 100 designated Special Roadside Verges which are important for their ecological value.

**2.9** Due to the rural nature and history of Uttlesford there are relatively few previously developed and brownfield sites within the District.

**2.10** The District is central to the London Stansted Cambridge Corridor economic growth area and in particular the importance of London Stansted Airport and its role within the South Cambridgeshire research and bio-technology cluster focused on Chesterford Research Park. The District continues to attract inward investment, both from within the region and internationally. With the District's locational advantages, significant potential exists to attract more investment into the District assuming that sites are available. The District is also a highly productive arable farming area with most of the agricultural land classified as Grade 2 (very good) with the rest forming Grade 3 (good to moderate). Pastureland is not extensive but it does exist in the river valleys and although not the best and most versatile land it is important to the character and biodiversity of the District.

**2.11** Many traditional rural jobs no longer exist and residents increasingly travel to work. There is one major employment centre in the south of the District at London Stansted Airport. Chesterford Research Park is also a key employment area in the north. Other employment is focused on smaller industrial estates or premises in Saffron Walden and Great Dunmow.

**2.12** Unemployment in the District is lower than the national average (1.4% for the District compared with 3.8% for England). Jobs in manufacturing have declined but with the growth of London Stansted Airport there has been an increase in jobs in transport and communication. On average residents travel much further to work than is the norm and residents' qualifications and earnings are generally higher than average. There is a link between the high level of out commuting and associated high incomes with residents commuting considerable distances to highly paid jobs elsewhere, particularly London. Most of the District's residents (68.4%) commute beyond its boundaries, often to many distant employment centres, reflecting their strong offer and the high level of skills in the District.

## 2 Spatial Portrait, Vision and Objectives

**2.13** House prices in Uttlesford are significantly above both the Essex and the national averages and have increased by 21% since 2011. The average house price in Uttlesford is £355,000 (Quarter 3, 2016). The average gross annual earnings in the District in 2016 are indicated as being £36,274. This means that the average house price is about 10 times higher than the average earnings. There are about 876 households on the housing waiting list in the District. This situation is affected by the proximity to London and commuting patterns. Uttlesford lies within the West Essex and East Hertfordshire Housing Market Area. Whilst it is also part of two other sub-market housing areas - the northern part of the District lies within the Cambridge sub-market area and the south eastern edge of the District is within the Chelmsford sub-market area - the Strategic Housing Market Assessment (SHMA) 2015 concluded that this represents the most appropriate 'best fit' for Uttlesford.

**2.14** There is a clear link between social deprivation, economic conditions and poor health. As a District, Uttlesford has very low levels of social deprivation compared to most areas. Compared to Essex as a whole, residents of Uttlesford are more likely to be in managerial and professional occupations, own their own homes and are less likely to be in receipt of means-tested benefits. Despite the relatively affluent position of many in the District there are pockets of deprivation as a result of rural isolation and lack of access to services and facilities, particularly for the elderly.

**2.15** Due to the rural nature of the District, car ownership levels are high and public transport is limited. Travel to work is heavily car based at 71% of trips, with journeys by train and by foot around 10% each. Levels of cycling and bus journey are negligible. Carbon dioxide emissions in the District are relatively high compared to other Districts in Essex. Road transport is a major contributor to this and it is exacerbated by the presence of the M11 motorway in the area. The District has a limited transport network with the best infrastructure along the M11 and A120 corridors and rail links to London and Cambridge. Transport connections in the District are focused on the M11, A120 and train stations on its western and southern edges. The M11 J8 interchange is a key junction in the District providing access to London Stansted Airport and the M11 and A120 transport corridors. The B184 forms an important north/ south spine for the District connecting its two largest settlements. In the rest of the District the highway network and transport connections in general are very limited. Consequently, accessibility to services and facilities is an issue across the District as a whole with just over one third of residents being within 15 minutes of an employment or retail site and 50% being within 15 minutes of a GP. Whilst over 80% of the population live within 30 minutes of a primary school, only 60% live within 30 minutes of a secondary school.

**2.16** Saffron Walden has an historic street pattern and a one way system for some of its main roads. In May 2012 the District Council declared an Air Quality Management Area (AQMA) to include major road junctions in Saffron Walden based on the annual mean for nitrogen dioxide not being met at the Debden Road/ London Road junction and the Thaxted Road/ East Street junction. Central Saffron Walden continues to be designated as an AQMA.

## Spatial Portrait, Vision and Objectives 2

**2.17** It is clear from this spatial portrait of Uttlesford District that there is a need to focus new development in locations where there are opportunities to reduce travel between homes, jobs and services and facilities and where there are alternatives to using the car. A strategy based on these principles will reduce the overall environmental impact whilst helping to meet local housing and employment needs.

### **The Spatial Vision**

**2.18** The Spatial Vision is a vision of where we want to be. Our vision for Uttlesford is working together for the well-being of our community and to protect and enhance the unique character of the District.

## 2 Spatial Portrait, Vision and Objectives

### The Spatial Vision

- 1** By 2033, Uttlesford will continue to be one of the most desirable places to live and work in the UK.
- 2** Uttlesford will be a place where residents choose to live, where communities thrive, are healthy and safe, jobs and services are well connected, places have character and communities create and feel a 'pride of place'. A district of communities where the quality of life is high will be achieved by harnessing the benefits of new smart technology and promoting a healthy, safe and secure environment, with well-designed new development, sufficient housing and jobs with a good range of facilities.
- 3** The diversity and quality of Uttlesford's countryside and natural environment will be safeguarded and the historic environment conserved and enhanced. There will be better access to the countryside and green spaces for local communities which will improve people's quality of life and health. The challenges presented by climate change will have been embraced, with new development being located and designed to minimise resource and energy use and reduce the risk of flooding.
- 4** New development will be focused on the towns and larger villages with three new garden communities being built within the District. West of Braintree – jointly planned with Braintree District Council; Easton Park, and North Uttlesford Garden Communities. These new garden communities will be exemplars of 21<sup>st</sup> Century living providing well designed homes, high quality employment, services and facilities to meet the needs of residents and businesses. The new communities will be designed to support a high quality of life for all and create healthy, safe and vibrant places for living and working.
- 5** New housing will have responded to local needs with a range of different types, sizes and tenures of houses with a significant proportion being affordable. Housing will be of high quality, with excellent accessibility and well designed for whole life living, ensuring that the distinctive character of the District's towns and villages will be maintained and enhanced. This will have been supported by extensive community engagement and the production of Neighbourhood Plans.
- 6** The District will continue to thrive as a successful balanced local economy. The vitality and viability of the towns and villages will be maintained and enhanced and they will be safe, clean and attractive places. Facilities will allow new businesses to thrive, especially in the research and development sectors, and in the tourism sector. London Stansted Airport will form a pivotal part of the highly successful London Stansted Cambridge Corridor; the environmental impact of London Stansted Airport will be effectively managed.

## Spatial Portrait, Vision and Objectives 2

**7 Necessary infrastructure, community facilities and services will be in place to support growth. High-speed reliable broadband will be accessible for all homes and businesses.**

**8 There will be convenient, comfortable, safe and affordable environmentally sustainable alternatives to the use of the car, with improvements to strategic transport routes providing fast and reliable connections to London, London Stansted Airport, Cambridge and beyond.**

### Spatial Objectives

**2.19** To ensure our vision is achieved, the following ten Spatial Objectives have been identified and provide specific direction to the policies of the Local Plan. These objectives are grouped under three themes which align with the Uttlesford District Council Corporate Plan 2018-2022:

#### **Theme 1 – Promote Thriving, Safe and Healthy Communities**

##### **Objective 1a – Meeting the Need for New Homes**

To deliver housing for Uttlesford District and to make sure that the housing being provided creates balanced communities by:

- Delivering sustainable, safe, attractive and healthy places to live while meeting local housing needs in terms of type and tenure including affordable housing and housing for people with specific accommodation needs.

##### **Objective 1b – Protecting and Supporting Rural Communities**

To protect and support the village and rural communities beyond the market towns to ensure they thrive and remain vital by:

- Supporting rural diversification and rural employment opportunities including those related to agriculture, horticulture and forestry.

##### **Objective 1c – Thriving Safe Communities**

To reduce the need to travel, shorten travel distances and make sustainable travel a priority by:

- Locating development so that the use of sustainable travel modes such as public transport, cycling and walking can be maximised whilst recognising the continuing role that the car has in meeting transport and accessibility needs in the rural area; and
- Facilitating the provision of sustainable smart travel solutions.

##### **Objective 1d – Infrastructure**

To protect and enhance existing local services by:

## 2 Spatial Portrait, Vision and Objectives

- Ensuring that new and enhanced infrastructure is provided in a timely and sustainable manner to enable the needs of people and business to be met in relation to social, physical and green infrastructure including education, health, open space, sport and cultural facilities.

### Objective 1e – High Quality Design

To achieve high quality design throughout Uttlesford District that takes account of local character and heritage and provides a safe, healthy and attractive place for residents, visitors and businesses. This objective will be achieved by:

- Ensuring high quality design solutions, promoting best practice and celebrating success;
- Ensuring appropriate design and application of smart technology solutions; and
- Involving citizens in effective consultation.

### Theme 2 – Support Sustainable Business Growth

#### Objective 2a – Enabling Growth and Investment

To strengthen the local economy by:

- Enabling the growth of existing and new employers through the provision of suitable land and premises in sustainable locations to meet the anticipated needs and aspirations of businesses including providing opportunities for employment growth related to London Stansted Airport.

#### Objective 2b – Supporting the Market Towns

To support and enhance the role of Saffron Walden and Great Dunmow as important retail and service centres by:

- Supporting the provision of a wide range of services and facilities for Uttlesford District whilst conserving and enhancing the historic character of the town centres.

#### Objective 2c – London Stansted Airport

To accommodate development by:

- Utilising the permitted capacity of the existing runway and provide for the maximum number of connecting journeys by air passengers and workers to be made by public transport; and
- Ensuring that appropriate surface access infrastructure and service capacity will be provided without impacting on capacity to meet the demands of other network users and enabling local residents to access its rail bus and coach services.

### Theme 3 – Protect and Enhance Heritage and Character

#### Objective 3a – Safeguarding Uttlesford's Distinctive Character and Environment

## Spatial Portrait, Vision and Objectives 2

To conserve and enhance the locally distinctive and historic character of Uttlesford by:

- Conserving and enhancing the market towns and rural settlements and their settings within Uttlesford and retaining the separation between settlements;
- Conserving and enhancing the natural environment and varied landscape character, reflecting the ecological and landscape sensitivity of the District;
- Conserving and enhancing the District's heritage assets and their settings;
- Maintaining and protecting the Metropolitan Green Belt by only allowing inappropriate development in very special circumstances in accordance with government advice;
- Maintaining and protecting the Countryside Protection Zone by not allowing development in the CPZ if new buildings or uses of land do not lead to coalescence between London Stansted Airport and existing development and do not adversely affect the open character of the Zone;
- Conserving high grade soils; and
- Ensuring that growth is accommodated in ways that reflect the character of the District by promoting appropriate spatial patterns of development.

### Objective 3b – Climate Change and Use of Resources

To minimise demand for resources and mitigate and adapt to climate change by:

- Promoting sustainable design and construction in all development;
- Encouraging renewable energy production in appropriate locations;
- Maintaining or improving water quality throughout the district;
- Ensuring development is located and designed to be resilient to future climate change and the risk of flooding; and
- Ensuring new development promotes the use of sustainable travel.

**2.20** The next section sets out the Spatial Strategy and gives the scale and distribution of development across the District.



## 3 Spatial Strategy

### Introduction

**3.1** The Spatial Strategy flows from the spatial portrait, vision and objectives in Section 2 and provides the framework for the policies in the rest of the Local Plan which are shown on the Key Diagram and Policies Map.

**3.2** The Spatial Strategy outlines the hierarchy of places and centres within these places and the principles for the distribution of development between the places. This includes maximising the use of land and buildings whilst respecting the distinctive character and heritage of the District, as well as developing new garden communities. The Spatial Strategy identifies how much new development will be provided and when, i.e. the overall phasing of development. It also identifies the need for new site allocations to deliver this Strategy and the new infrastructure and services that may be required. The Spatial Strategy sets out the principles of sustainable development that all development will follow in order to achieve the vision of Uttlesford.

**3.3** The delivery mechanisms that will be used in order to fulfil the Spatial Strategy are set out in Section 13 of this Plan.

### Presumption in Favour of Sustainable Development

**3.4** In accordance with the National Planning Policy Framework (NPPF) the Council will work proactively with applicants to ensure that proposals that will achieve sustainable development can be approved. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is also a material consideration in planning decisions and sets out what sustainable development means in practice for the planning system. This includes: building a strong, competitive economy; making efficient use of land by promoting previously developed (brownfield land); ensuring the vitality of town centres; supporting a prosperous rural economy; promoting sustainable transport; supporting strong, vibrant and healthy communities and protecting and enhancing the natural, built and historic environment. These principles will be taken into account in considering applications for new development in accordance with Policy SP1.



## Spatial Strategy 3

### Policy SP 1

#### Presumption in Favour of Sustainable Development

**When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants and communities jointly to find solutions which mean that proposals will be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area.**

**Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.**

**Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account whether:**

- 1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- 2. Specific policies in that Framework indicate that development should be restricted.**

### Spatial Strategy

**3.5** This section sets out where growth should be focused and where it should be restricted. The aim is to ensure that growth takes place in the most suitable locations in the District, i.e. where it is needed, where it is deliverable and where it is the most sustainable. This section sets out the broad policy framework which is then carried through into the separate topic sections of the Local Plan that follow this section.

**3.6** Uttlesford is a good place to live, work and visit, and there are a number of factors that come together to influence this and give the district its individual character. The successful economy linked to Stansted Airport, attractive villages, the quality of the local environment and good connections along the M11 and rail network to the north and south, and east along the A120. There are also key relationships to destinations outside of the district, including London, Cambridge, Bishop's Stortford, Chelmsford and Braintree, with these locations providing shopping, entertainment and services to Uttlesford residents.

### 3 Spatial Strategy

**3.7** All this means that Uttlesford is under intense pressure for development and in order for Uttlesford's success to continue it is crucial for the Local Plan to plan for appropriate levels of growth in the right locations in order to deliver sustainable development. The Local Plan must maintain the quality of life for residents of existing communities, as well as the quality of the built and natural environment. It must also support the local economy to ensure that the prospects of individuals, and the District as a whole, continue to thrive.

**3.8** In developing the strategy for the Local Plan Uttlesford has considered a range of alternative strategies. The Issues and Options consultation 2015 included seven different development scenarios for housing growth; four based on the Council's Objectively Assessed Housing Need (OAN) at that time of 580 dwellings per annum and three on a higher figure of 750 dwellings to test the implications of greater growth. Removing duplication of scenarios this has been simplified to five scenarios:

1. All development in new settlements;
2. All development pepper potted in villages;
3. All development in two main towns (Saffron Walden and Great Dunmow);
4. A combination of development in main towns and villages;
5. Hybrid involving new settlement(s), main towns and villages.

**3.9** The first four were rejected for a variety of reasons. Focussing significant new development in the villages or the two main towns would result in a scale of development which would have a detrimental impact on the character and historic assets of the town or village, the surrounding countryside and highway network. Furthermore the scale of individual developments would not provide the infrastructure required. It was therefore concluded that these strategies would have significant impacts on these communities, many of which have seen significant growth in recent years. While focussing all development in new settlements does have significant benefits, in that focussed development is better able to provide new and improved infrastructure and reduces development pressure on the historic settlements, a strategy that focussed all development in new settlements was considered to not address the challenges around housing need early enough and deprives existing settlements of sustainable growth. New settlements have longer lead in times before development can commence, and the Council is required to address its housing needs in a more balanced approach.

**3.10** Consequently this Local Plan proposes a hybrid strategy with significant growth in new settlements, but some additional growth in existing communities as well. This strategy recognises that towns and larger villages offer sustainable locations for development. This balanced approach is considered to realise the infrastructure benefits of concentrating development as well as limiting the impact on existing communities, although it is recognised that existing communities close to the new communities will be impacted.

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**3.11** In considering where these new communities should be developed the Council is relatively limited in its choices. While new communities will provide significant new infrastructure, they still have to link into existing infrastructure, particularly the strategic road network. For Uttlesford this means they need to be able to link into the M11, A120 and existing local arterial road network. Other strategic considerations that influence the appropriate location of new development include the capacity and potential of existing infrastructure, access to existing jobs and services, Green Belt and the potential scale of the development. More local considerations include impact on sensitive landscapes and buildings and impact on flooding.

**3.12** In the issues and options consultation on the Uttlesford Local Plan in 2015, the Council identified nine Areas of Search for New Settlements, as well as areas of search around the towns and key villages. The location of these Area of Search were identified because of their potential to contribute to effective cross-boundary strategic planning priorities; minimise the need to travel by car for example by being located near to jobs, shops, leisure opportunities and other facilities; access to strategic highways and rail network; exclusion of areas with special protection such as Registered Parks and Gardens and Sites of Special Scientific Interest. Of the nine identified New Settlement Areas of Search, only 6 were promoted by the landowner, plus land within the Takeley area of search was promoted for significant development. Responses to this consultation and work that took place following the consultation informed the Council's decision to identify the three Garden Community sites that were consulted upon in the regulation 18 Local Plan in 2017. The following locations for new settlements were promoted and rejected;

- Land at Elsenham (Area of Search 3)
- Land at Birchanger (Area of Search 4)
- Land at Little Dunmow known as Chelmer Mead (Area of Search 9)
- Land north and east of Priors Green, Takeley (Area of Search 13)

**3.13** The decision to reject the location at Elsenham for a new settlement was based on limited access on to the strategic road network, impacts on local roads, limited access to jobs and services and the views of the Local Plan Inspector's letters 2014 and the refusal of planning permission for 800 dwellings by the Secretary of State in August 2016.

**3.14** Land at Birchanger lies within the Metropolitan Green Belt. The Uttlesford Green Belt Review 2016 found that the Green Belt in this location performed strongly against the functions of the Green Belt. Furthermore the scale of development being promoted was not large enough to provide a self-sustaining community.

**3.15** Land at Little Dunmow was rejected because of impacts on local roads, the need for a new junction on to the A120, and presence of very few services in Little Dunmow. It would also ultimately lead to the coalescence of the settlements of Little Dunmow and Flitch Green with detrimental impacts on the historic assets of Little Dunmow.

### 3 Spatial Strategy

**3.16** An extension to Priors Green, Takeley would lead to development in the Countryside Protection Zone (CPZ) leading to a high level of harm to the purposes of the CPZ. Development would have a detrimental impact on local roads and also M11 Junction 8. Furthermore the scale of development being promoted was not large enough to provide a self-sustaining community.

**3.17** Broadly speaking, the remaining sites performed better than others because they were located beyond the Green Belt, with good access to the strategic road network and capable of supporting significant infrastructure .

- Land at Great Chesterford known as North Uttlesford (Area of Search 1)
- Land west of Great Dunmow and south of Little Easton known as Easton Park (Area of Search 7)
- Land west of Braintree (Area of Search 9)

**3.18** The site at Great Chesterford benefits from its proximity to M11 Junction 9 and Great Chesterford Railway Station and Whittlesford Parkway Railway Station; as well as access to biomedical and research and development employment opportunities north of Saffron Walden and south of Cambridge.

**3.19** Easton Park is considered a sustainable location due to its proximity to Stansted Airport and the potential for sustainable transport links to the airport and its associated air, rail and bus termini, services to Great Dunmow and good access onto the A120.

**3.20** Land west of Braintree is considered a sustainable location due to good access onto the A120 and its proximity to the local facilities and transport infrastructure in Braintree.

**3.21** In the regulation 18 consultation in 2017 the Council identified these three new settlements at North Uttlesford, Easton Park and West of Braintree. While all of these sites have issues that need to be overcome, they all have good access to the strategic road network, existing jobs and services, are of a scale to support significant infrastructure provision and are outside the Green Belt policy designation and together are distributed across the District so as to widen the choice of homes and spreading the impact on the highway network.

**3.22** Some key documents that have informed these strategic considerations are:

1. The Call for Sites 2015 and Strategic Land Availability Assessment
2. The Issues and Options Local Plan 2015
3. The Sustainability Appraisal of Issues and Options Local Plan 2015, including the non-technical summary
4. Identification of Reasonable Alternatives for the Uttlesford Local Plan 2011-33 – Topic Paper

## Spatial Strategy 3

### 5. District Transport Study

**3.23** The overall development strategy is to encourage sustainable development, enabling the local economy to thrive and prosper and in doing so meet objectively assessed needs in relation to market and affordable housing and employment whilst ensuring that the special character of the District is safeguarded, including protection of the Green Belt. The strategy also recognises the significant role of London Stansted Airport and the importance of managing its environmental impact. The Council has taken account of an extensive evidence base and examined different growth scenarios in order to establish which new garden communities perform best in terms of accessibility to services and jobs.

**3.24** The rural nature of the District is recognised for its intrinsic character and beauty, its value for agricultural production and its biodiversity. The strategy is to conserve and enhance the local distinctiveness and historic character of these rural settlements and support this character and the thriving rural communities within it. The Green Belt will be firmly safeguarded to retain a belt of countryside between Harlow, Bishop's Stortford, Stansted Mountfitchet and London Stansted Airport.

**3.25** The strategy provides for a robust approach to the protection of historic and natural assets and a range of development management policies are included to protect listed buildings, conservation areas, and Sites of Special Scientific Interest (SSSI) and sites of archaeological interest. Design quality is a significant priority in the District and the Local Plan's policies reflect that.

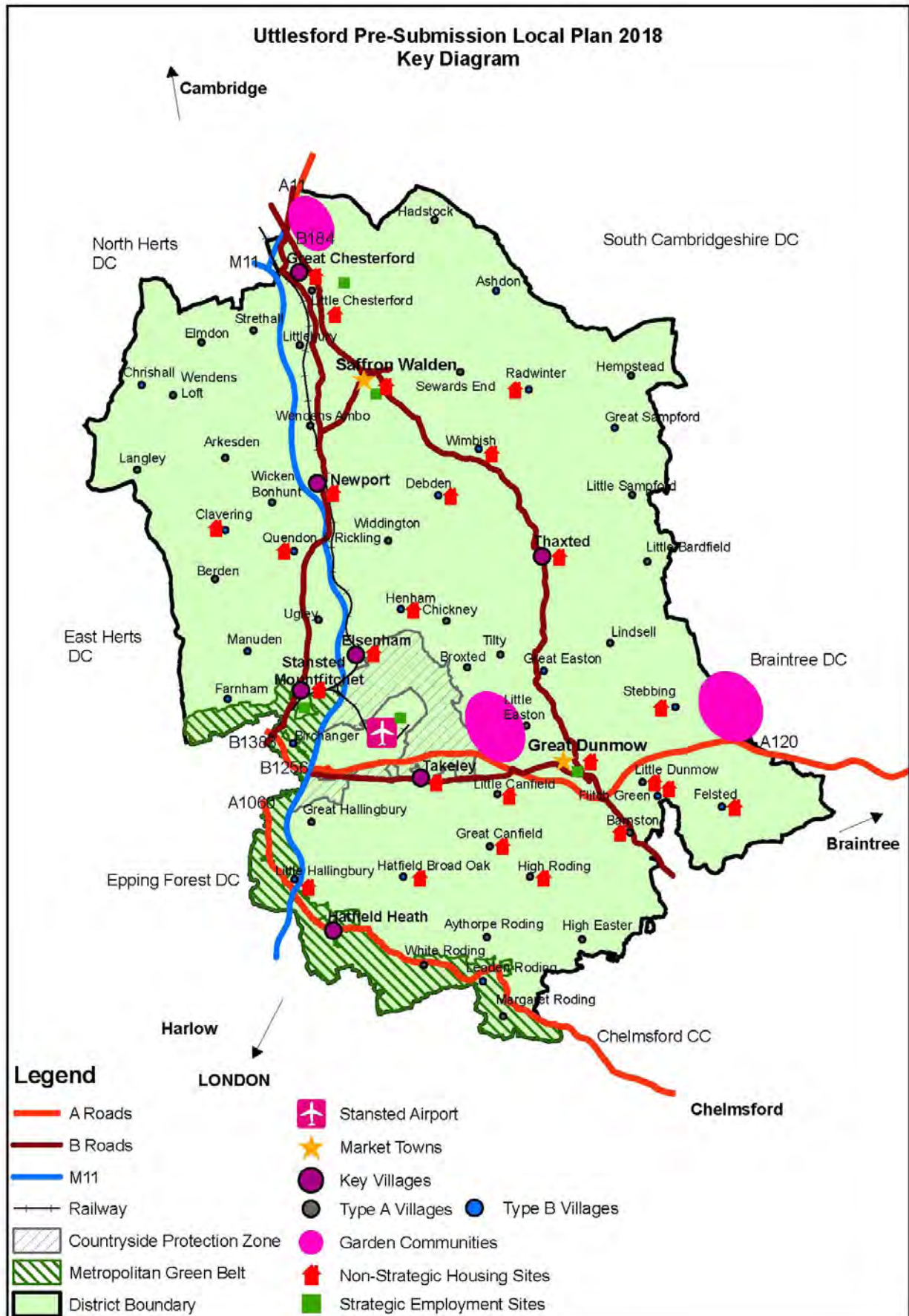
**3.26** London Stansted Airport is the largest centre of employment within the District and provides excellent direct access for local businesses to a wide range of international destinations. The Airport acts as a regional and local transport interchange centre for bus, coach and train services to provide access to a range of destinations in the UK. The strategy will enable further job growth at the Airport.

**3.27** The Countryside Protection Zone will make sure that land around the airport remains open and is not eroded by development. A clear development management policy on noise sensitive development, which includes aircraft noise, also forms part of the strategy.

**3.28** Map1 below shows the Uttlesford Local Plan Key Diagram. The Key Diagram provides a strategic picture of the distribution and scale of development within Uttlesford including the broad location of the new garden communities and strategic transport improvements and road linkages.



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## Spatial Strategy 3

### Settlement Hierarchy

**3.29** The Settlement Hierarchy is set out in Policy SP2 below. It defines the existing settlements across the District based on an assessment of their facilities, characteristics and functional relationships with their surrounding areas. Each tier of settlement has a different role:

- Market Towns;
- Key Villages;
- Type A Villages; and
- Type B Villages and Hamlets

**3.30** In addition to the existing settlement pattern the development of three new garden communities will start in the Local Plan period and will continue beyond 2033. Beyond the existing settlements and the new garden communities development in the open countryside will be restricted in line with Policy SP10 – Protection of the Countryside, which is set out later in this section of the Local Plan.

### New Garden Communities

**3.31** The spatial strategy includes the provision of three new Garden Communities delivering no less than 4,670 new homes by 2033. Development of all three of the new Garden Communities will continue beyond the Local Plan's end date of 2033.

**3.32** The new Garden Communities will be:

- **Easton Park:** The whole garden community will comprise 10,000 new dwellings, of which a minimum of 1,925 homes will be built by 2033, and a range of local employment opportunities and services and facilities including schools, health, retail and leisure. This garden community will take advantage of its proximity to London Stansted Airport both for employment and as a transport hub in the A120 corridor. There will be sustainable transport links to the Airport.
- **West of Braintree:** This garden community straddles the District boundary with Braintree District Council. The whole garden community, within both districts, will comprise 10,000 new dwellings, of which a minimum of 970 homes will contribute to the housing supply of Uttlesford District by 2033, and a range of local employment opportunities and services and facilities including schools, health, retail and leisure. Located close to the A120 this garden community will be conveniently located to Braintree and London Stansted Airport for employment opportunities. The Council will work closely with Braintree District Council to ensure that this garden community is jointly master planned and delivered.
- **North Uttlesford:** The whole garden community will comprise 5,000 new dwellings, of which a minimum of 1,925 homes will be built by 2033 and a range of local employment opportunities and services and facilities including schools, health,

### 3 Spatial Strategy

retail and leisure. This garden community will maximise opportunities for economic and sustainable transport linkages with nearby science parks, such as the Wellcome Genome Campus and Chesterford Research Park.

#### Market Towns – Saffron Walden and Great Dunmow

**3.33 Saffron Walden:** Saffron Walden’s function as the main centre of the District will be maintained and enhanced. In recognition of the air quality and traffic constraint on the growth of the town, 315 dwellings on new site allocations will be provided within the Local Plan period and an additional 11.83ha of employment floorspace. New retailing and open spaces will be provided. The town provides good opportunities for further walking and cycling.

**3.34 Great Dunmow:** Great Dunmow’s function as an important centre for residents who live in the southern part of the District will be maintained and enhanced. 782 dwellings on new site allocations will be provided within the Local Plan Period together with 2.1 hectares of employment floorspace delivering a range of new jobs. A new secondary school and retailing will be delivered.

#### Villages

**3.35** In the remainder of the District the strategy provides a hierarchy of rural settlements:

- Key Villages;
- Type A Villages; and
- Type B Villages

**3.36** The Key Villages are listed in Table 1 below. Existing facilities and services in the Key Villages include day to day shopping, GP services, primary education, public houses, community halls and regular bus services to other key villages, nearby towns and London Stansted Airport. Key Villages are a major focus for development in the rural areas – suitable for a scale of development that would reinforce their role as provider of services to a wide rural area. In total in all of the Key Villages there will be up to 344 dwellings on new site allocations provided within the Local Plan period.

Elsenham	Stansted Mountfitchet
Great Chesterford	Takeley
Hatfield Heath	Thaxted
Newport	

Table 1 Key Villages

**3.37** The other rural settlements are separated into two categories: Type A and Type B Villages.



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**3.38** Type A Villages are listed in Table 2 below. These villages have a primary school and some local services, e.g. village hall, public house or shop. They act as a local service centre and are suitable for a scale of development that reinforces their role as a local centre. In total in all the Type A Villages there will be up to 134 new homes in new allocations for housing development in the Local Plan.

Ashdon	Flitch Green	Little Hallingbury
Birchanger	Great Easton	Manuden
Chrishall	Great Sampford	Quendon and Rickling
Clavering	Hatfield Broad Oak	Radwinter
Debden	Henham	Stebbing
Farnham	Leaden Roding	Wimbish
Felsted		

Table 2 Type A Villages

**3.39** Type B Villages are listed in Table 3 below. These villages do not have a primary school but may have some local services; for example a village hall, pub or shop and mainly provide services to their local community. They are suitable for a scale of development that would reinforce their role as providers of services mainly to their own community. There will be no new allocations for housing development in Type B Villages in the Local Plan.

Arkesden	Hadstock	Little Easton
Aythorpe Roding	Hempstead	Little Dunmow
Barnston	High Easter	Ugley
Berden	High Roding	Wendens Ambo
Broxted	Langley	Wicken Bonhunt
Elmdon	Lindsell	Widdington
Great Canfield	Littlebury	White Roding
Great Hallingbury	Little Canfield	Other small villages and hamlets

Table 3 Type B Villages

**3.40** LtCAN1, LtCHE1, and STA4 (see site allocations) are identified in the rural areas in the Local Plan as offering a range of local employment opportunities and are expected to come forward over the Local Plan period through the re-use and change of use of existing buildings and rural diversification opportunities.

### The Countryside

**3.41** With the exception of London Stansted Airport all other areas of the District that are outside the development limits are considered to be in the countryside. In order to protect the intrinsic character and beauty of the countryside development will be restricted to that which supports countryside uses.

### 3 Spatial Strategy

#### Policy SP 2

##### The Spatial Strategy 2011-2033

Development will be distributed on the following basis:

1. The majority of development will be focused at the towns of Saffron Walden and Great Dunmow and the new Garden Communities at Easton Park, West of Braintree and North Uttlesford;
2. Key Villages will be the major focus for development in the rural areas reflecting their role as provider of services to a wide rural area;
3. New developments in the Type A and Type B Villages will be limited with the emphasis being on:
  - a. Enhancing the maintaining the distinctive character and vitality of local rural communities;
  - b. Shortening journeys and facilitating access to jobs and services; and
  - c. Strengthening rural enterprise and linkages between settlements and their hinterlands.

Elsewhere development will be restricted in accordance with Policy SP10 - Protection of the Countryside.

Sustainable growth of London Stansted Airport will be supported in principle, subject to conformity with the environmental and transport framework set out in Policy SP11 – London Stansted Airport.

#### Identifying and Meeting our Housing and Jobs Needs

**3.42** Paragraph 178 of the NPPF states that: "Public bodies have a duty to co-operate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities..." and that "The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities." The NPPF also expects local authorities "...to demonstrate evidence of having effectively co-operated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. Co-operation should result in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development." (Paragraph 181 of NPPF).

## Spatial Strategy 3

**3.43** The Local Plan has been developed taking into account: the duty to co-operate set out in the Localism Act 2011<sup>(9)</sup>; national policy in the NPPF; and the current practice guidance in the Planning Practice Guidance (PPG)<sup>(10)</sup>. The Act places a legal duty on local planning authorities, county councils and other prescribed bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan preparation in relation to strategic cross boundary matters.

**3.44** There are six adjoining local authority authorities to Uttlesford District - South Cambridgeshire, East Herts, Epping Forest, Braintree, North Hertfordshire and Chelmsford City Councils. There are, in addition, a wide range of organisations that have an interest in strategic planning in the District. These organisations include important partners such as Historic England, the Environment Agency, Highways England, Natural England and Essex County Council. The Council is a member of many partnership groups containing different mixes of these partners, and others, depending upon the relevant matters. These groups are working to address the strategic matters that the Local Plan addresses. In brief, the strategic matters are:

- The amount, type and distribution of housing across the Strategic Housing Market Area;
- The economic role of Uttlesford in the Functional Economic Area, and the amount and type of development required to meet needs;
- The role of Uttlesford as a location within the London Stansted Cambridge Corridor;
- Strategic social infrastructure such as secondary and higher education and primary and acute health care;
- The extent of the Green Belt and any alterations through Local Plan processes; and
- Strategic transport infrastructure.

**3.45** The Councils of Broxbourne, East Herts, Epping Forest, Harlow and Uttlesford form the London Stansted Cambridge Corridor (LSCC) Core Area which lies at the heart of the Innovation Corridor. This corridor has, over the past decade or more, been an engine of UK growth with its world class industries and businesses.

**3.46** With a significant number of jobs in knowledge-based industries, the Corridor is a leading knowledge economy and a showcase for tech industries and firms. There is a high rate of innovation.

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9 Localism Act (2011) Available  
<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>

10 Planning Practice Guidance. Available  
<https://www.gov.uk/government/collections/planning-practice-guidance>

### 3 Spatial Strategy

**3.47** The continued success of the Corridor as a great place to live, work, do business and visit provides the opportunity for the Core Area to deliver greater and lasting prosperity for its residents and businesses. As such the Council is working with its partner authorities in the Core Area to deliver the following LSCC strategic vision for the area up to 2050.

#### **Vision for the London Stansted Cambridge Corridor Core Area**

**3.48** The Core Area will build on its key strengths including its skilled workforce in sectors such as health, life sciences and pharmaceuticals, advanced engineering and aerospace, its high quality environment and educational opportunities. Together with London Stansted Airport, the local authorities will deliver sustainable growth which supports the economic ambitions of the LSCC and the UK through:

- Complementing and supporting the economic performance of the Corridor whilst maintaining and enhancing the special character of the area, including the locally distinctive historic character of its market towns and rural settlements;
- The delivery of housing, supported by good access to social, leisure, community, health facilities, education and jobs, that meets the needs of local people and supports sustainable economic growth, whilst ensuring it remains an attractive place for people to live and locate to;
- Capitalising on existing economic sectors and promoting growth of expanding industries including in the food production, life sciences, pharmaceuticals and technology sectors; tourism including hotels, London Stansted's permitted expansion, recreation/ green assets including the Lee Valley, Stort Valley, Epping Forest and Hatfield Forest National Nature Reserve;
- Working with partners to protect and enhance the high quality environment, its unique landscapes and places of special wildlife value. This would be achieved by place-shaping initiatives which would include measures to conserve areas of high biodiversity; the provision of new, alternative green spaces for people and wildlife; and the increase of green infrastructure connections between these areas, to provide greater opportunities for more sustainable access to nature for everyone living in the corridor;
- Working with partners to secure investment in major infrastructure including increasing rail capacity on the West Anglia Mainline and maximising the opportunities that Crossrail 2 can deliver, together with road improvements including a new junction on the M11 at 7A and improvements to Junctions 7 and 8, to the A414, A120, A10 and M25; and delivery of superfast broadband;

## Spatial Strategy 3

- Supporting the delivery of new jobs in the Harlow Enterprise Zone, and the north side of London Stansted Airport, Broxbourne Park Plaza, Brookfield and Bishop's Stortford – all identified as Strategic Opportunity Sites within the corridor; and
- The regeneration of existing urban areas including at Harlow, Waltham Abbey, Loughton and Waltham Cross.

**3.49** The Core Area supports the development and sustainable growth of Greater Harlow and key growth locations at Broxbourne, Brookfield and Bishop's Stortford together with London Stansted Airport growing to its permitted capacity and as a business growth hub. These centres, with proportionate growth throughout the wider area, and the right investment, would create an economic powerhouse.

**3.50** Putting in place these critical building blocks will provide the foundations for looking further ahead to 2050. Certainty through further investment and delivery of key infrastructure, including on the West Anglia mainline, Crossrail 2, the M11 junctions, M25 junctions, A414, A120 and A10 is a vital component of this.

**3.51** In developing the Local Plan the Council has recognised, and taken into account, the wider context within which it is located and therefore the need to reflect the aspirations and opportunities identified in the LSCC Vision.

### **The West Essex and East Hertfordshire Strategic Housing Market and Functional Economic Market Area**

**3.52** The LSCC provides an important context within which the scale of housing and jobs need has been identified and in which the strategy for meeting these homes and jobs has been developed.

**3.53** Epping Forest, East Herts, Harlow and Uttlesford Councils together with the two County Councils have a substantial history of co-ordinated working on strategic planning issues, not least on assessing housing need and planning for future growth. The Councils established the Co-operation for Sustainable Development Member Board in October 2014 (the Co-Op Board) in order to take a strategic approach to the delivery of housing and economic needs across the area.

**3.54** Strategic Housing Market Assessments (SHMAs), published in 2010, 2012, 2015 and 2017 have been commissioned by the four authorities and undertaken for the combined area of East Hertfordshire, Epping Forest, Harlow and Uttlesford Districts. The 2017 SHMA <sup>(11)</sup> gives an up to date and policy-compliant assessment of housing need over the Housing Market Area for the period 2011-2033.

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11 West Essex and East Hertfordshire Strategic Housing Market Assessment: Establishing the Full Objectively Assessed Need July 2017. Available at <http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7162&p=0>

### 3 Spatial Strategy

**3.55** A Draft Memorandum of Understanding (MoU) has been developed and signed by the four Councils, and supported by Essex County Council, Hertfordshire County Council and Highways England in respect of the Distribution of Objectively Assessed Need across the West Essex/ East Hertfordshire Housing Market Area. This forms part of the mechanism for delivering the LSCC Vision. Further MoUs have been signed by the four authorities, Essex County Council, Hertfordshire County Council and Highways England in relation to the provision of strategic highways and transport infrastructure to support the delivery of the strategic housing and economic needs of the wider area. In addition a MoU has been developed and signed with Natural England and the Conservators of Epping Forest to ensure that the Epping Forest Special Area of Conservation is monitored to ensure that the growth does not adversely affect air quality in the Forest. The council is also working on a MoU dealing with employment needs across the Functional Economic Market Area (FEMA).

#### Identifying the Housing Needs

**3.56** The NPPF requires local planning authorities to use evidence to ensure that their Local Plan meets the objectively assessed housing needs for market and affordable housing in the housing market area as far as is consistent with the policies set out in the NPPF. Councils should work with neighbouring authorities where housing market areas cross administrative boundaries; the NPPF requires the preparation of a SHMA to assess full housing needs.

**3.57** Since 2010 the District Council has worked closely with its housing market area partners (Harlow, Epping Forest and East Hertfordshire Councils) to prepare a SHMA. The purpose of the SHMA is to identify an objective assessment of housing need taking into account population projections, affordable housing needs and jobs growth. A SHMA was published in 2010 and updated in 2012 and 2015. The 2017 Strategic Housing Market Assessment sets out an up to date and policy-compliant assessment of housing need across the Housing Market Area (HMA) for the period 2011-2033. It identifies that the four districts represent the most appropriate 'best fit' for a West Essex and East Hertfordshire HMA.

**3.58** The 2015 SHMA concluded that the combined level of housing need across the four local authority areas was 46,058 homes for the period 2011-2033. This figure was disaggregated amongst the four authorities.

**3.59** The Government released new household projections in July 2016. These figures showed that, by 2033, the population of Uttlesford was likely to be greater than originally expected. Following the release of these figures, interim work on the SHMA showed that the level of housing need in the District had increased to around 14,100 new homes by 2033. In 2017 the SHMA was updated and this has shown the level of housing need in the District to be around 13,332 new homes by 2033 (based on a market signals uplift of 13.63%).

**3.60** The Inspector at the recent examination into the East Hertfordshire Local Plan adjusted the market signals uplift for East Hertfordshire from 13.63% to 14%. It is considered prudent to do the same for Uttlesford. This amends Uttlesford's housing to 13,376.



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**3.61** However this does not take into account the need for growth in communal residential establishments, such as care homes. For Uttlesford there is a further requirement for growth of communal establishments to meet the needs of 504 people. It is appropriate to include this as part of the wider OAN for the district, taking this figure to 13,880.

**3.62** There is always uncertainty in the forecasting of growth needs. To reflect uncertainties in the forecasting, and in order to ensure a robust level of growth which meets the needs of the district, the housing requirement in the plan is now 'at least 14,000 homes'.

**3.63** A Memorandum of Understanding (MoU) was signed in March 2017 regarding the spatial distribution of housing across the Strategic Housing Market Area. Uttlesford is committed to meeting its housing need within its administrative boundaries.

**3.64** The Council considers its objectively assessed housing need can be met without any adverse impacts on the policies in the NPPF as a whole or specific policies which indicate development should be restricted and without the need to approach neighbouring authorities under the Duty to Co-operate requesting them to accommodate some of the Council's housing requirement. Equally, no neighbouring authority has requested that Uttlesford accommodate their need.

### Housing Supply

**3.65** In terms of the supply of housing already identified to meet the objectively assessed need 3,190 dwellings have already been built in Uttlesford between 2011 and 2017. At 1 April 2017 a further 3,939 dwellings had been granted planning permission. Historical evidence shows that windfall sites make a contribution to the number of annual completions; it is forecast that in the light of available sites and planning policy, windfall sites will continue to be permitted and built in the future at a rate of 70 dwellings per year. This equates to a total windfall allowance between 2017 and 2033 of 1,120 dwellings. The total supply is therefore 8,249 dwellings

**3.66** Taking this supply into account means that the Local Plan needs to deliver 5,751 dwellings on new sites.

<b>Housing Requirement 2011-2033</b>	14,000
<b>Housing Supply 2011-2033</b>	
Dwellings which have already been built 2011-2017	3,190
Sites of 6+ units with Planning Permission at April 2017	3939

### 3 Spatial Strategy

Windfall Allowance at 70 dwellings a year 2017 - 2033	1,120
<b>Total Supply</b>	<b>8,249</b>
<b>Remaining Housing Requirement</b>  <b>(Housing Requirement minus Supply)</b>	<b>5,751</b>

Table 4 Housing Requirement and Supply 2011-2033

**3.67** The distribution of development across the district has been determined having regard to: the spatial vision and objectives; the settlement hierarchy; conformity with national policy; and the suitability, availability and deliverability of sites. Table 5 below sets out by settlement the number of dwellings on 6 or more dwellings built between 2011-2017, the number of dwellings with planning permission at 1st April 2017 and the number of dwellings it is proposed in the Local Plan to be provided through new site allocations.

	Dwellings Built 2011-2016 (+6 units)	Dwellings in Outstanding Planning Permissions at 1 April 2017	Dwellings to be provided in New Allocations in this Draft Plan 2017-2033	Total Dwellings 2011-2033
Saffron Walden	533	545	315	1393
Great Dunmow	365	2166	767	3,298
Elsenham	173	307	170	650
Great Chesterford	50	82	0	132
Newport	33	263	94	390
Stansted Mountfitchet	365	222	40	618
Takeley/Little Canfield	656	22	20	698
Thaxted	144	69	20	233
Type A & Type B Villages	340	263	134	737

Table 5 Housing Supply Distribution for the Towns and Villages



## Spatial Strategy 3

**3.68** Policy SP3 below sets out the scale and distribution of housing development to be provided in Uttlesford over the Local Plan period 2011-2033. Section 4 of the Local Plan sets out the mix, tenure and type of housing that will be provided as well as detailed policies against which planning applications for housing development will be considered.

**3.69** Carver Barracks at Wimbish is a Ministry of Defence base with around 1,500 military staff and their dependents living on site. The MOD proposes to vacate the site towards the end of the plan period. This is a substantial site, located to the south of Saffron Walden and a future review of the Local Plan will consider the appropriate proposals for this site.

### Housing Trajectory and the five year land supply

**3.70** The housing trajectory, which is included at appendix 3 of the Local Plan, shows that the plan provides a five year land supply of 5.85 years as of April 2017. This will be updated to reflect data for 2018 in a topic paper prior to submission of the plan to the Secretary of State.

**3.71** The five year land supply in appendix 3 is calculated using the 'Liverpool methodology' this means that any backlog from previous years is spread throughout the plan period. The reason for this is that the development strategy plans to deliver a significant amount of housing in the new Garden Communities. These have a longer lead-in time that means that they do not deliver early in the plan-period but once they start delivering, they will provide significant levels of housing throughout the rest of the plan period, and beyond.

**3.72** The trajectory is 'stepped' to reflect the higher delivery in the later years once the garden communities start to see housing completions.

### 3 Spatial Strategy

#### Policy SP 3

##### The Scale and Distribution of Housing Development

The housing requirement for Uttlesford during the Local Plan period 2011 to 2033 is at least 14,000 net additional dwellings. This requirement is stepped such that there is a requirement of 568 dwellings per annum between 2011/12 and 2021/22 and a requirement of 705 dwellings per annum between 2022/23 and 2032/33.

Provision to meet this requirement will be made from the following sources of supply (which should deliver some 14,600 dwellings in total):

1. 3,190 dwellings have already been built 2011-2017.
2. 1,120 dwellings will be provided on small unidentified windfall sites between 2017-2033.
3. 3,939 dwellings are already identified in outstanding planning permissions at 1 April 2017 in the towns and villages listed below.
4. 6,380 dwellings will be provided in the following locations between 2017-2033:

Settlement	Dwellings
Saffron Walden	315
Great Dunmow	767
Elsenham	170
Newport	94
Stansted Mountfitchet	40
Takeley / Little Canfield	20
Thaxted	20
Type A and Type B Villages	134
Easton Park Garden Community	1925
North Uttlesford Garden Community	1925
West of Braintree Garden Community	970

##### Provision of Jobs and Employment Land

**3.73** The four co-operative authorities of Uttlesford District Council, East Herts Council, Epping Forest Council and Harlow Council commissioned an assessment of employment needs for the Functional Economic Market Area in a document entitled the West Essex and East Hertfordshire Assessment of Employment Needs, published in October 2017<sup>(12)</sup>

## Spatial Strategy 3

**3.74** The District Council also commissioned a Joint Economic Report with Harlow, Epping Forest and East Herts Councils to consider the Objectively Assessed Economic Need (OAEN) of the Functional Economic Market Area (FEMA) - which has been found to be the same area as the Strategic Housing Market Area. This was published in 2015 and gives an up to date and policy-compliant assessment of employment need over the FEMA for the period 2011-2033. An update of this work has been commissioned by the four FEMA authorities to investigate future scenarios for jobs growth across the FEMA and associated implications for the provision of employment land as a result of revised economic forecasts and the latest information on housing needs. However, this work has not yet been concluded.

**3.75** The October 2017 West Essex and East Hertfordshire Assessment of Employment Needs, assessed two potential growth options in relation to jobs growth in Uttlesford District over the Local Plan period at slightly higher levels than previous studies:

1. Moderated Baseline Growth: Assumes 327 net additional jobs per annum (JPA) in Uttlesford.
2. Preferred Scenario: Based on historic share of the total SHMA Area: Equating to 727 jobs per annum

**3.76** The preferred scenario growth option is considered the most appropriate growth to plan for as it balances jobs growth with growth in homes. Based on this option approximately 16,000 jobs will be provided over the Local Plan Period. Of these, the majority will be in non-B use class uses such as retail, education and other services. The B use class jobs (offices, industrial and warehouses) will provide around 10% of the overall jobs growth in the District over the Local Plan Period.

**3.77** Policy SP4 below sets out the minimum net increase of all employment jobs that will be provided over the Local Plan period based on the October 2017 West Essex and East Hertfordshire Assessment of Employment Needs. Section 5 of the Local Plan sets out more details of the approach to supporting the growth and location of businesses in the District safeguarding existing employment land and providing for a mix and range of employment sites as well as detailed policies against which planning applications for employment development will be considered.

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12 Assessment of Employment Needs: West Essex and East Hertfordshire Assessment of Employment Needs (Hardisty Jones Associates, October 2017). Available: <http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7277&p=0>

### 3 Spatial Strategy

#### Policy SP 4

##### Provision of Jobs

**Provision will be made for a minimum net increase of 14,000 jobs in the period 2011-2033 to maintain a broad balance between homes and jobs and to maintain a diverse economic base.**

#### Garden Communities

**3.78** Through the Local Plan the Council is making provision for three new garden communities in the District, providing housing choice and opportunity for current and future residents. The garden communities will be developed in accordance with garden city principles developed by the Town and Country Planning Association. These are:

1. Land value capture for the benefit of the community;
2. Strong vision, leadership and community engagement;
3. Community ownership of land and long-term stewardship of assets;
4. Mixed-tenure homes and housing types that are genuinely affordable for everyone; A wide range of local jobs within easy commuting distance from homes; Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy, vibrant communities and including opportunities to grow food;
5. Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains and using zero-carbon and energy-positive technology to ensure climate resilience;
6. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods; and
7. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

**3.79** The new garden communities will be located at Easton Park, West of Braintree and North Uttlesford. They are shown as broad locations on the Key Diagram and the Policies Map.

**3.80** Delivery of the garden communities will commence in 2022/23. Given the scale of growth these will continue to be built beyond the Local Plan Period, i.e. after 2033, and thus also contribute towards longer-term growth and development objectives for the district.

## Spatial Strategy 3

**3.81** Policies for the garden communities are presented below. These must be read in conjunction with policies in the Local Plan as a whole.

**3.82** Development Plan Documents will be prepared for each Garden Community. Part of the role of Garden Community Development Plan documents is to determine the full extent of land required for each Garden Community. In order to determine the full extent of the land required it is necessary to consider the nature of the existing area and the level of land uses and infrastructure required to serve the Garden Community.

**3.83** Options for the extent of the boundary will be considered as part of the preparation of the Garden Community DPDs but will include:

1. Identification of clear and defensible boundaries (watercourses, roads, woodland belts);
2. Appreciation of distance and separation of communities (physical, visual and perceived);
3. Relationship to existing settlements;
4. Nature of land that will perform the role of a 'green buffer' which will define an envelope within which a new community can be accommodated and that remains distinct from other existing settlements; and
5. Planning policy protection (how might this land be protected 'in perpetuity' from built development whilst allowing complementary activities that support both the new community and existing communities).

**3.84** The effects of constraints on potential land use will be identified through consideration of the evidence base and by engagement with landowners, statutory agencies, utility service providers and others. Based on this process, absolute constraints on development, such as easements and buffers to existing settlements can be defined and removed from the boundary of the Garden Community altogether or from the developable area if they remain within the boundary. Remaining constraints, such as areas of high landscape sensitivity will influence decisions on proposed land uses and potential residential densities.

### 3 Spatial Strategy

#### Policy SP 5

##### Garden Community Principles

Three new garden communities will be delivered in Uttlesford, at Easton Park, North Uttlesford and West of Braintree.

The garden communities will be developed in accordance with the following garden city principles defined by the Town and Country Planning Association and the wider definition of sustainable development outlined in the National Planning Policy Framework.

1. Land value capture for the benefit of the community
2. Strong vision, leadership and community engagement
3. Community ownership of land and long-term stewardship of assets  
Mixed-tenure homes and housing types that are genuinely affordable for everyone
4. A wide range of local jobs within easy commuting distance from homes
5. Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy, vibrant communities and including opportunities to grow food
6. Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains and using zero-carbon and energy-positive technology to ensure climate resilience
7. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods
8. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Each garden community will demonstrate high levels of self-containment.

The garden communities will be underpinned by high quality urban design and placemaking principles. Streets and spaces will be designed to allow for safe and easy movement by a variety of modes, balancing placemaking and movement functions. Opportunities for smarter and sustainable travel will be maximised, with links to neighbouring settlements provided that reduce

## Spatial Strategy 3

the reliance on the private car. The development plan documents will establish the layout, mix and quantity of future development, including key urban design principles that will guide development.

Prior to any planning applications being considered detailed Development Plan Documents for each of the garden communities will be prepared and adopted by the local planning authority.

The development plan documents and subsequent planning applications must be prepared in consultation with residents, wider stakeholders and interested parties. This consultation will need to extend beyond the district boundaries to address cross-boundary matters.

Comprehensive development is required. Phasing, infrastructure and delivery plans will form part of the development plan document, establishing the scale and pace of growth, where development will take place and when. The garden communities must be built out in a logical order so that ongoing construction does not undermine the quality of life of the first residents to move into the garden community by separating construction access to the site from residential access. The delivery of physical, social and green infrastructure, and the trigger points for these, will form part of the phasing and delivery plan. The phasing of all forms of infrastructure will meet the needs of the new community as they arise and will not exacerbate existing problems.

Measures to support the development of each new community including the provision of community development support workers (or other provision) and other appropriate community governance structures will be an integral part of the delivery of each new garden community.

The Council is confident that the new garden communities can be delivered. The exact delivery model for each garden community will be determined separately from the land-use planning process, however the Council will need to be satisfied that any proposed delivery model will realise all the garden city principles and a test will be established in the Development Plan Document to enable this to be determined. Delivery models could range from privately led arrangements to locally-led development corporations with compulsory purchase powers. If necessary, the Council will consider intervening directly to ensure the garden city principles are met within the proposed timetable set out within the Local Plan.



### 3 Spatial Strategy

**The Development Plan Document for each Garden Community will set out the criteria that the Council will need to be sure are satisfied in relation to the delivery model for that development. The criteria will be designed to ensure, for example, that the development will meet garden city principles and will secure the delivery of housing throughout market cycles.**

#### Easton Park Garden Community

**3.85** Easton Park is located to the north of the A120 between London Stansted Airport and Great Dunmow. It has the potential to deliver 10,000 new homes, employment land, supporting social and community infrastructure. It is anticipated that development will commence in 2022/23 and continue beyond the Local Plan period.

**3.86** A Development Plan Document (DPD) will be prepared for the garden community and adopted by the Local Planning Authority. The DPD will set out the development framework against which any planning applications for the garden community will be considered. The DPD will be a detailed and site-specific document for Easton Park garden community. In addition to DPD, a local economic strategy will be established for Easton Park.

**3.87** This Local Plan sets out the principle of development at Easton Park within a broad area of search and identifies the form of the development, i.e. the type of land uses, the scale of development and the overall timing of the development. This Plan also sets out specific infrastructure that the garden community must provide and identifies other requirements that the development must meet. These requirements are based on the evidence available at this time. More detailed site-specific evidence will be prepared as part of the preparation of the DPD and will refine the content of this Plan. Evidence has already been collected to inform this Plan in relation to infrastructure, through the preparation of the Infrastructure Delivery Plan, and constraints to development through analysis of a range of evidence including specific studies.

**3.88** The Landscape and Visual Appraisal concludes that land at Easton Park is of moderate to high landscape and visual sensitivity, varying across the Site, and concludes that there is potential for part of the Site to accommodate development, subject to appropriate mitigation. The Heritage Impact Assessment concludes that development of the Easton Park site has the potential to harm the significance of heritage assets on the site and surrounding the site. There is also evidence of buried archaeology on the site and in the wider area. These include cropmarks at Perryfield Ponds, medieval settlement at Phillipland Wood, Roman rural settlement and cemetery at Strood Hall within the site. The policy for Easton Park includes appropriate wording to mitigate landscape and heritage impacts.

**3.89** The detailed Water Cycle Study (April 2018) found no showstoppers preventing timely delivery of at least one feasible technical solution for this Garden Community by upgrading the impacted Wastewater Recycling Centre (WRC) infrastructure. Further detailed work will be done for the Thames Area to determine the most appropriate solution for Easton Park.



## Spatial Strategy 3

**3.90** A step change increase in sustainable travel modes will be expected with the aim to achieve significant use of sustainable transport, with trips by active modes and public transport making up 60% of all trips. The DPD will set detailed targets for this Garden Community for Active Modes, and Rapid Transit and the policies/measures for achieving these.

### 3 Spatial Strategy

#### Policy SP 6

##### Easton Park Garden Community

Permission will be granted for a new garden community of 10,000 homes at Easton Park. The details and final number of homes will be set out in a Strategic Growth Development Plan Document.

The Strategic Growth Development Plan Document will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured.

The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Easton Park Garden Community. The DPD will set out mitigation measures relating to the criteria and text of this policy. Planning applications will be consistent with the approved DPD which will need to be in place before any consent is granted for the new Garden Community.

The new Garden Community at Easton Park will:

##### Land Uses

1. Deliver 10,000 new dwellings, of which a minimum of 1,925 will be delivered by 2033. A mix of housing sizes and types of housing will be delivered in accordance with housing needs including 40% affordable homes and homes for older people, including residential care and nursing home accommodation. Specific provision will be made for self and custom build housing.
2. Deliver a range of local employment opportunities integrated into the new community. The development will be informed by the Uttlesford Economic Development Strategy for Easton Park and will be phased to be developed in line with the residential elements of the development. Floorspace allocations to be defined within the Strategic Growth Development Plan Document.

## Spatial Strategy 3

3. Include new local centres incorporating a mix of retail, business and community uses (including A1, A2, A3, A4, A5, B1(a), D1 and D2 uses<sup>(13)</sup>) Deliver appropriate civic buildings at the heart of the community, for example a town hall. Land and financial contributions towards a total of seven primary schools and two secondary schools will be provided. Early years and childcare facilities, community and youth facilities will also be provided. Increased primary healthcare capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.
4. Provide allotments, open space, sports facilities, play, leisure and recreation in line with standards established in the Local Plan the Essex Design Guide and the Strategic Growth Development Plan Document.
5. Provide natural, semi-natural and amenity green space in accordance with standards established in the Local Plan the Essex Design Guide and the Strategic Growth Development Plan Document.
6. Provide a new Country Park, to be transferred to a community body for long-term operation, management and maintenance in line with the Garden Community principles and for long-term stewardship

### 3.91 Transport

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13 Use classes: A1: shops; A2 financial and professional services; A3: restaurants and cafés; A4: drinking establishments; A5: hot food takeaway; B1(a): office; D1: non-residential institutions (e.g. health centres, schools, libraries etc.); D2: assembly and leisure (e.g. cinemas, swimming pools, gymnasiums)

### 3 Spatial Strategy

7. Incorporate, from the early delivery phase of the garden community, a package of measures to provide transport choice, including the delivery of a direct, high quality, frequent and fast rapid transit priority measures to London Stansted Airport and beyond, and bus / rapid transit measures to Great Dunmow town centre and beyond, and a network of direct, safe walking and cycling routes to enhance permeability within the site and to access other nearby destinations, including connections with and improvements to the Flitch Way.
8. Deliver other specific transport-related infrastructure requirements identified through the Development Plan Document in a phased manner.
9. Mitigate the transport impacts of the proposed development on the strategic and local road network, including on the B1256. Provide the main vehicular access as a dual carriageway loop arrangement from the A120, including contributing to improvements to the A120 and M11 Junction 8. Enhancements to the local highway network will be required. Access to Park Road will be restricted, so as to not allow motor vehicles from the Garden Community to travel east-west along the road. Other specific transport related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for the Garden Community will be delivered in a phased manner. The development will avoid the use of unsuitable roads by car through existing communities.
10. Enhance the existing public right of way network within and adjoining the site.

#### 3.92 Historic Environment

## Spatial Strategy 3

11. Incorporate measures to substantially conserve and enhance the Gardens of Easton Lodge in partnership with the Trustees of Easton Lodge and Garden
12. Design principles should respect the open rural character of the site in design principles to avoid harm to heritage assets and their settings on or near the site. This includes consideration of:
13. Proposals shall:
  - a. Respond positively to the landscape character and significance of the historic environment including designated and non-designated heritage assets.
  - b. Conserve, and where appropriate enhance, the significance of heritage assets and their settings both within the site and the wider area including Easton Lodge and Park (Registered Park and Garden) Grade II listed
  - c. Be informed by appropriate landscape / visual and heritage impact assessments, the latter to include the results of archaeological field evaluation as required by the local authority.
14. Conserve and where appropriate enhance the significance of heritage assets and their settings, both within the site and in the wider area. close to the site. Where mitigation is required measures, will have regard to the HIA and include:
15.
  - a. Tree screening where appropriate reinforcing existing dense tree screens, for example in the area of Little Easton.
  - b. Appropriate buffer zones to the development, for example on the west side of the development and the flat plateau zone of river valley where tree planting is not extensive.
  - c. Greening and reinforce tree screening at the north of the site, where views into site are most marked and land rises beyond site giving views into the site.
  - d. Maintain views to the Parish Church Tower to and from site in connection with the Little Easton Conservation Area.
  - e. Seek opportunities for beneficial re-use and management of heritage assets.
  - f. Further research in relation to archaeology on the site.

### 3 Spatial Strategy

#### Natural Environment

15. Careful consideration will be afforded to the improvement and restoration of degraded landscape features, and new woodland / tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained.
16. Protect the separate identity of the nearby communities of Great Dunmow, Little Easton and Broxton as communities close to but separate from Easton Park. The nature of the transition between Easton Park and the nearby communities will be an important element of the design of the new Garden Community and the development will provide a strategic landscaped buffer.
17. Enhance wider green infrastructure and networks including maintenance and enhancement of existing watercourses, ponds and lakes within the site.
18. Demonstrate careful consideration of the transition between rural and urban settings.
19. Measures will be required to mitigate landscape impact to the north of the site including retention, enhancement and reinforcement of existing pockets of woodland, tree blocks and copses to provide screening and maintain and reinforce the wooded skyline.

#### **3.93** Utilities

20. Measures will be required to mitigate landscape impact to the north of the site including retention, enhancement and reinforcement of existing pockets of woodland, tree blocks and copses to provide screening and maintain and reinforce the wooded skyline.
21. Enhance the appropriate water recycling centre, provide new connections, network upgrades and reinforcements to the sewerage network in accordance with the Uttlesford Water Cycle Study. The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply. Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.
22. Provide Sustainable Urban Drainage systems to provide water quality, amenity and ecological benefits as well as flood risk reduction.
23. Include new primary substations in the medium to long term and reinforcements to the energy network in the shorter term to meet the needs of the development.

## Spatial Strategy 3

### Governance and Stewardship

24. Establishment at an early stage in the development of the Garden Community of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green spaces, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.
25. The Council will consider the use of compulsory purchase powers to facilitate delivery of the Garden Community where this cannot be achieved by agreement.

### Other

26. Address mineral resource sterilisation matters by working with Essex County Council to ensure appropriate phasing of Highwood Quarry and prior extraction of safeguarded mineral resources. A mineral resource assessment is necessary to assess the quality and quantity of the resource. Should the viability of the extraction be proven, the minerals shall be worked in accordance with the phased delivery of the non-mineral development. New development proposed at Easton Park should not compromise the access to the quarry.
27. Provide acceptable mitigation of environmental and health impacts (including noise) from Stansted Airport. Masterplanning of the site will consider noise as a factor that will inform the development and buildings impacted by noise will be designed in such a way as to mitigate these impacts.

### North Uttlesford Garden Community

**3.94** North Uttlesford Garden Community is located in the north west of the District. It adjoins the northern boundary of the district with South Cambridgeshire. It has the potential to deliver 5,000 new homes, local employment opportunities, supporting social and community infrastructure. It is anticipated that housing delivery will commence in 2022/23 and continue beyond the Local Plan period.

**3.95** A Development Plan Document (DPD) will be prepared for the garden community and adopted by the Local Planning Authority. The DPD will set out the development framework against which any planning applications for the garden community will be considered. The DPD will be a detailed and site-specific document for the North Uttlesford Garden Community. In addition to the DPD, a local economic strategy will be established for North Uttlesford Garden Community.



### 3 Spatial Strategy

**3.96** This Local Plan sets out the principle of development at North Uttlesford within a broad area of search and identifies the form of the development, i.e. the type of land uses, the scale of development and the overall timing of the development. This Plan also sets out specific infrastructure that the garden community must provide and identifies other requirements that the development must meet. These requirements are based on the evidence available at this time. More detailed site-specific evidence will be prepared as part of the preparation of the DPD and will refine the content of this Plan. Evidence has already been collected to inform this Plan in relation to infrastructure, through the preparation of the Infrastructure Delivery Plan, and constraints to development through analysis of a range of evidence including specific studies.

**3.97** The Landscape and Visual Appraisal finds that land at North Uttlesford is of high landscape and visual sensitivity, given its steeply sloping landform and elevated position; its open fields and its limited vegetation structure; and the potential for long distance cross-valley views into the Site. The Heritage Impact Assessment concludes that development of the North Uttlesford site has the potential to harm the significance of heritage assets on the site and surrounding the site. There is also evidence of significant buried archaeology on the site and in the wider area. The HIA concludes there is some scope for development of the site and suggests measures for avoiding and mitigating harm to the significance. The policy wording for North Uttlesford includes appropriate wording to mitigate landscape and heritage impacts.

**3.98** The detailed Water Cycle Study (April 2018) found no showstoppers preventing timely delivery of at least one feasible technical solution for this Garden Community by upgrading the impacted Wastewater Recycling Centre (WRC) infrastructure.

**3.99** A step change increase in sustainable travel modes will be expected with the aim to achieve significant use of sustainable transport, with trips by active modes and public transport making up 60% of all trips. The DPD will set detailed targets for this Garden Community for Active Modes, and Rapid Transit and the policies/measures for achieving these.

**3.100** The strategy for the development will ensure the A11 is the preferred route for northbound travel, this is to minimise impacts on the A505. This strategy should explore the possibility of a northbound access to the old A11 and onwards to Granta Park and the proposed new Park and Ride in this vicinity. A northbound public transport, walking and cycling link to this destination has the opportunity to deliver considerable benefits to the scheme.

**3.101** The proposed developer funded highway improvements could accommodate up to 3,300 new homes at North Uttlesford which would be expected to come forward in the first 15 -17 years of development. Development beyond that level would depend upon strategic highway improvements such as dualling of the A505 between M11 and A11 junctions. It is proposed that beyond the end of the plan period, a cap of 3,300 new homes is placed on any allocation at North Uttlesford Garden Community to ensure that development over this figure does not take place until strategic highway improvements have been implemented.

## Spatial Strategy 3

### Policy SP 7

#### North Uttlesford Garden Community

Permission will be granted for a new garden community in North Uttlesford of 5,000 homes. The details and final number of homes will be set out in a Strategic Growth Development Plan Document.

The Strategic Growth Development Plan Document will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured.

The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the North Uttlesford Garden Community. The DPD will set out mitigation measures relating to the criteria and text of this policy. Planning applications will be consistent with the approved DPD which will need to be in place before any consent is granted for the new Garden Community.

The new Garden Community in North Uttlesford will:

#### Land Uses

1. Deliver 5,000 new dwellings to the North-East of the B184, of which 1,925 will be delivered by 2033. A mix of housing sizes and types of housing will be delivered in accordance with housing needs including 40% affordable homes and homes for older people, including residential care and nursing home accommodation. Specific provision will be made for self and custom build housing.
2. Deliver a range of local employment opportunities integrated into the new community, with a particular focus on maximising economic links to the Wellcome Genome Campus and Chesterford ResearchPark and other nearby centres of employment. The development will be informed by the Uttlesford Economic Development Strategy for North Uttlesford and will be phased in line with the residential elements of the development. Floorspace allocations to be defined within the Strategic Growth Development Plan Document.

### 3 Spatial Strategy

3. Include a new local centre incorporating a mix of retail, business and community uses (including A1, A2, A3, A4, A5, B1(a), D1 and D2 uses<sup>(14)</sup>). Deliver appropriate civic buildings at the heart of the community, for example a town hall. Land and financial contributions towards four primary schools and one secondary school will be provided. Early years and childcare facilities, community and youth facilities will also be provided. Increased primary healthcare capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.
4. Provide allotments, open space, sports facilities, play, leisure and recreation in line with standards established in the Local Plan and the Essex Design Guide and the Strategic Growth Development Plan Document.
5. Provide natural, semi-natural and amenity green space in accordance with standards established in the Local Plan and the Essex Design Guide and the Strategic Growth Development Plan Document.

#### Transport

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14 Use classes: A1: shops; A2 financial and professional services; A3: restaurants and cafés; A4: drinking establishments; A5: hot food takeaway; B1(a): office; D1: non-residential institutions (e.g. health centres, schools, libraries etc.); D2: assembly and leisure (e.g. cinemas, swimming pools, gymnasiums)

## Spatial Strategy 3

6. Incorporate, from the early delivery phase of the garden community, a package of measures to provide transport choice, including the delivery of high quality, frequent and fast public transport services to Saffron Walden, Cambridge, Whittlesford Rail Station, Audley End Rail Station, Great Chesterford Rail Station and nearby employment parks (including the Wellcome Genome Campus and Chesterford Research Park). A network of direct, high quality, safe walking and cycling routes will also be provided to enhance permeability within the site and to access nearby employment areas, transport hubs and communities, including linking the existing cycle path from Hinxton to Saffron Walden and linking to Great Chesterford Rail Station via the PROW adjoining Great Chesterford to the North-West of Jackson's Lane.
7. Deliver other specific transport-related infrastructure requirements identified through the Development Plan Document in a phased manner.
8. Mitigate the transport impacts of the proposed development on the strategic and local road network including on the B184 and B1383. An access strategy that connects with the A11, A1301 and the Cambridge Park & Ride (on the A1307), with the A11 being the preferred route for northbound travel. The access strategy will explore the potential of a northern access for the site. The primary southern access into the site will be via Field Farm Drive, access via Park Road will be limited to ensure the character of Park Road is protected. There will be no vehicular access to the site from Cow Lane. Access for construction traffic will be via Field Farm Drive. Contributions towards capacity improvements along the A505 and junction of the A505 and A1301 will be sought, requiring cross boundary agreement with South Cambridgeshire District Council, Hertfordshire, Cambridgeshire, Essex County Councils and Highways England. Other specific transport related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for the Garden Community will be delivered in a phased manner. The development will avoid the use of unsuitable roads by car through existing communities.

### Historic Environment

### 3 Spatial Strategy

- 1. Positively respond to the landscape and historic value of this location, with proposals accompanied and influenced by landscape/ visual and heritage impact assessments. Careful consideration will be given to the siting and design of development, the use of building and landscaping materials, the improvement and restoration of degraded landscape features, and new woodland/ tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained.**
- 2. Proposals Shall:**
  - a. Respond positively to the landscape character and significance of the historic environment, including designated and non-designated heritage assets.**
  - b. Conserve, and where appropriate enhance, the significance of heritage assets and their settings both within the site and the wider area including The Roman Temple (scheduled monument) and Park Farmhouse (Grade II listed) and the Roman Town and Fort (both scheduled monuments).**
  - c. Be informed by appropriate landscape/visual and heritage impact assessments, the latter to include the results of archaeological field evaluation as required by the Local Authority.**
- 3. Conserve and where appropriate enhance the significance of heritage assets and their settings both within the site and the wider area Where mitigation is required, measures will have regard to the HIA and include:**
  - a. Density, scale, form, materials of new development against existing in the area;**
  - b. Existing boundaries, routes reflected in new development; and**
  - c. Appropriateness and working with the topography and geology when planning buffer zones.**
- 4. Conserve and where appropriate enhance the significance of heritage assets and their settings, both within the site and in the wider area. Where mitigation is required, measures will have regard to the HIA and include:**
  - a. Reinforce screening where appropriate along site boundaries;**
  - b. Provide soft transition zones around the boundaries of the deer park, open tree screens and ditches. This is particularly important along the northern boundary of the deer park which abuts the County boundary and Hildersham Wood, an area of ancient woodland;**

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- c. The creation of buffer zones incorporating areas of open land;
- d. Consider development on the lower slopes to reduce visual impact;
- e. Protect the Scheduled Monument onsite and its setting;
- f. Retain visual and historic association between the Roman Temple and the Roman Town;
- g. Detailed design informed by archaeology investigations of the site this may involve evaluations, geo physical surveys or trenching; and
- h. As far as possible retain the character of existing historic routes through the site, narrow lanes and mature tree lines.

### Natural Environment

- 13. Careful consideration will be afforded to the improvement and restoration of degraded landscape features, and new woodland / tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained.
- 14. Protect the separate identity of the nearby community of Great Chesterford as an existing community close to but separate from North Uttlesford Garden Community. The nature of the transition between North Uttlesford and the nearby existing community of Great Chesterford will be an important element of the design of the new Garden Community and the development will provide a strategic landscaped buffer.
- 15. Enhance wider green infrastructure and networks including maintenance and enhancement of existing watercourses, ponds and lakes within the site.
- 16. Careful consideration will be afforded to the improvement and restoration of degraded landscape features, and new woodland / tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained.

### Utilities

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17. Ultrafast broadband will be provided throughout the Garden Community and homes will include specific spaces to enable working from home.
18. Enhance the water recycling centre at Great Chesterford, new connections, network upgrades and reinforcements to the sewerage network. The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply. Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.
19. Provide Sustainable Urban Drainage systems to provide water quality, amenity and ecological benefits as well as flood reduction whilst ensuring that there is no harm to nationally important archaeological assets whether scheduled or not.
20. Include new network or primary substations in the medium to long term, and reinforcements to the energy network in the shorter term to meet the needs of the development.

#### Governance and Stewardship

21. Establishment at an early stage in the development of the Garden Community of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green spaces, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.

#### West of Braintree Garden Community

**3.102** The garden community on land to the West of Braintree is located to the east of the District, straddling the boundary with Braintree District Council. In total, the garden community has the potential to deliver 10,000 new homes, employment land, supporting social and community infrastructure. That part of the new garden community falling within Uttlesford has the potential to deliver 3,500 homes. It is anticipated that housing delivery will commence in 2025/26 and continue beyond the Local Plan period.

**3.103** Development Plan Document (DPD) will be prepared for the garden community jointly by Uttlesford District and Braintree District Councils. The DPD will be adopted by each of the Local Planning Authorities. The DPD will set out the development framework against which any planning applications for the garden community will be



## Spatial Strategy 3

considered. The DPD will be a detailed and site-specific document for the West of Braintree garden community. In addition to the DPD, a local economic strategy will be established for West of Braintree Garden Community.

**3.104** This Local Plan sets out the principle of development at West of Braintree within a broad area of search and identifies the form of the development, i.e. the type of land uses, the scale of development and the overall timing of the development. This Plan also sets out specific infrastructure that the garden community must provide and identifies other requirements that the development must meet. These requirements are based on the evidence available at this time. More detailed site-specific evidence will be prepared as part of the preparation of the DPD and will refine the content of this Plan. Evidence has already been collected to inform this Plan in relation to infrastructure, through the preparation of the Infrastructure Delivery Plan, and constraints to development through analysis of a range of evidence including specific studies.

**3.105** The Landscape and Visual Appraisal concludes that land at West of Braintree is of moderate to high landscape and visual sensitivity, varying across the Site, and concludes that there is potential for part of the Site to accommodate development, subject to appropriate mitigation. The Heritage Impact Assessment for West of Braintree considers that there is the potential to harm the significance of heritage assets. However the study considers there is scope for development on the site and identifies various measures to mitigate these potential impacts. The policy for West of Braintree includes appropriate wording to mitigate landscape and heritage impacts.

**3.106** The detailed Water Cycle Study (April 2018) found no showstoppers preventing timely delivery of at least one feasible technical solution for this Garden Community by upgrading the impacted Wastewater Recycling Centre (WRC) infrastructure. Engagement will continue between UDC and BDC regards the most appropriate WRC to serve the development.

**3.107** A step change increase in sustainable travel modes will be expected with the aim to achieve significant use of sustainable transport, with trips by active modes and public transport making up 60% of all trips. The DPD will set detailed targets for this Garden Community for Active Modes, and Rapid Transit and the policies/measures for achieving these.

### 3 Spatial Strategy

#### Policy SP 8

##### West of Braintree Garden Community

Permission will be granted for a new garden community of 10,500-13,500 homes at land West of Braintree. The details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly by Uttlesford and Braintree District Councils. Up to 3,500 of these homes will be in Uttlesford. All criteria in this policy relate to the part of the garden community to be delivered in Uttlesford.

The Strategic Growth Development Plan Document will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured.

The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the West of Braintree Garden Community. The DPD will set out mitigation measures relating to the criteria and text of this policy. Planning applications will be consistent with the approved DPD which will need to be in place before any consent is granted for the new Garden Community.

The new Garden Community at West of Braintree will:

##### Land Uses

1. Deliver up to 3,500 new dwellings in Uttlesford, of which 970 will be delivered by 2033. A mix of housing sizes and types of housing will be delivered in accordance with housing needs including 40% affordable homes and homes for older people, including residential care and nursing home accommodation. Specific provision will be made for self and custom build housing.
2. Deliver a range of local employment opportunities integrated into the new community. The development will be informed by the Economic Development Strategy for West of Braintree and will be phased in line with the residential elements of the development. Floorspace allocations to be defined within the Strategic Growth Development Plan Document.
3. Include a network of local centres incorporating a mix of retail, business and community uses (including A1, A2, A3, A4, A5, B1(a), D1 and D2

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uses<sup>(15)</sup>). Deliver appropriate civic buildings at the heart of the community, for example a town hall. Land and financial contributions towards secondary schools, and primary schools will be provided to serve the new development as part of the provision planned for the whole garden community.– . Early years and childcare facilities, community and youth facilities will also be provided. Increased primary healthcare capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.

4. Provide allotments, open space, sports facilities, play, leisure and recreation in line with standards established in the Local Plan Essex Design Guide and the Strategic Growth Development Plan Document.
5. Provide natural, semi-natural and amenity green space in accordance with standards established in the Local Plan and Essex Design Guide and the Strategic Growth Development Plan Document.

### Transport

6. From the early delivery phase of the garden community incorporate a package of measures to provide transport choice, including high quality, frequent and fast rapid transit priority measures to Braintree and beyond, Great Dunmow town centre, London Stansted Airport and beyond, and a network of safe walking and cycling routes to enhance permeability within the site and to access adjoining areas, including connections with and improvements to the Flitch Way.
7. Mitigate the transport impacts of the proposed development on the strategic and local road network, including on the B1256 and the B1417. Reconfiguration of and improvements to junctions on the A120, allowing access in all directions. Contributions to improving M11 Junction 8 will also be sought. Enhancements to the local highway network and other specific transport related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for the Garden Community will be delivered in a phased manner. The development will avoid the use of unsuitable roads by car through existing communities.
8. Enhance the existing public right of way network within and adjoining the site.

15 Use classes: A1: shops; A2 financial and professional services; A3: restaurants and cafés; A4: drinking establishments; A5: hot food takeaway; B1(a): office; D1: non-residential institutions (e.g. health centres, schools, libraries etc.); D2: assembly and leisure (e.g. cinemas, swimming pools, gymnasiums)

### 3 Spatial Strategy

#### Historic Environment

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- 9. Incorporate measures to protect and enhance the Ancient Woodland and Local Wildlife Site of Boxted Wood and its setting. Contributions will be secured towards mitigation measures identified in the Essex wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMs) which will be completed by the time the Local Plan is adopted.**
- 10. Adopt Design principles to reflect the rural character to avoid harm to heritage assets and their settings on-site and adjacent to the site. The design principles include:**
  - a. Density, scale, materials of new development against existing in the area;**
  - b. Existing boundaries, routes reflected in the new development; and**
  - c. Working with topography and geology when planning buffer zones and areas of open land.**
- 11. Proposals Shall:**
  - a. Respond positively to the landscape character and significance of the historic environment, including designated and non-designated heritage assets.**
  - b. Conserve, and where appropriate enhance, the significance of heritage assets and their settings both within the site and the wider area.**
  - c. Be informed by appropriate landscape/visual and heritage impact assessments, the latter to include the results of archaeological field evaluation as required by the Local Authority.**
- 12. Conserve and where appropriate enhance the significance of heritage assets and their settings, both within the site and in the wider area Where mitigation is required, measures will have regard to the HIA and include:**
  - a. Tree screening;**
  - b. The creation of buffer zones and transition zones, for example near Stebbing Green;**
  - c. Respect historic routes and views;**
  - d. Design to take account of further research into non-designated heritage assets; and**

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- e. Design to take account of the findings of further research on archaeology within the site.

#### **Natural Environment**

13. Careful consideration will be afforded to the improvement and restoration of degraded landscape features, and new woodland / tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained.
14. Protect the separate identity of the nearby communities of Stebbing and Stebbing Green as existing communities close to but separate from the West of Braintree Garden Community. The nature of the transition between the West of Braintree Garden Community and the nearby existing communities will be an important element of the design of the new Garden Community and the development will provide a strategic landscaped buffer.
15. Enhance wider green infrastructure and networks including maintenance and enhancement of existing watercourses, ponds and lakes within the site.

#### **Utilities**

1. Ultrafast broadband will be provided throughout the Garden Community and homes will include specific spaces to enable working from home.
2. The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management. Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.
3. Provide Sustainable Urban Drainage systems to provide water quality, amenity and ecological benefits as well as flood risk reduction.
4. Include new primary substations in the medium to long term and reinforcements to the energy network in the shorter term to meet the needs of the development.

#### **Governance and Stewardship**

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- 20. Establishment at an early stage in the development of the Garden Community of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green spaces, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.**
- 21. The Council will consider the use of compulsory purchase powers to facilitate delivery of the Garden Community where this cannot be achieved by agreement.**

### Other

- 22. Consideration of potential on site mineral resources through a Minerals Resource Assessment as required by the Minerals Planning Authority.**

### Neighbourhood Plans in Uttlesford

**3.108** Neighbourhood Planning is a right for communities introduced through the Localism Act 2011. Communities can shape development in their areas through the production of Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders. The role of the Village Design Statement is to provide more detailed design guidance for a parish and to supplement planning policies.

**3.109** Uttlesford District Council is committed to providing support and advice to any local community wishing to prepare a Neighbourhood Plan, Neighbourhood Development Order or Community Right to Build Order. Only a Town/ Parish Council or a Neighbourhood Forum (where no parish council exists) may prepare a Neighbourhood Plan or a Neighbourhood Development Order.

**3.110** A number of areas within Uttlesford are already engaged in the Neighbourhood Planning process and the following areas have been formally designated so far:

1. Felsted;
2. Great and Little Chesterford;
3. Newport and Quendon & Rickling;
4. Saffron Walden;
5. Stansted Mountfitchet;
6. Stebbing; and
7. Thaxted.



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**3.111** Great Dunmow Neighbourhood Plan has been completed and was made (which means brought into effect) by the District Council in 2016. This means that the Neighbourhood Plan now forms part of the development plan for the area alongside the existing adopted Uttlesford Local Plan.

**3.112** The production of a Neighbourhood Plan provides the opportunity to produce a community-led planning framework to guide future development. It presents the option for communities to have a meaningful say in addressing social, economic and environmental issues. The policies in the Neighbourhood Plan can reflect locally specific evidence, and make decisions such as where new homes, shops and offices should be built and the design requirements of development such as the density, layout and materials used. Policies in the Neighbourhood Plan can be different from the Local Plan if there is local justification and the differences would not undermine the strategic policies in the Local Plan or conflict with national policy. Neighbourhood Plans should plan positively and should not promote less development than set out in the Local Plan. The Council will engage with Neighbourhood Plan groups when considering appropriate levels of development to plan for in the Neighbourhood Plans.

**3.113** Local communities can also use Neighbourhood Development Orders and Community Right to Build Orders to grant planning permission for specific development which complies with the Order. There are currently no Neighbourhood Development Orders or Community Right to Build Orders in Uttlesford.

**3.114** Local communities through neighbourhood plans can also identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities are able to rule out new development other than in very special circumstances. The Local Green Space designation will not be appropriate for most green areas or open space. Identifying land as Local Green Space must be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should be capable of enduring beyond the end of the plan period.

#### Development Limits

**3.115** Development limits provide a guide to where the Council considers new development should be located. Development limits mark the existing built form of a town or village and define the boundary between the town or village and the countryside beyond. Development within the development limit is generally considered sustainable and acceptable in principle subject to a detailed assessment of issues such as design, amenity, highways, and impact on heritage assets or the natural environment and is in accordance with other policies in the Local Plan. Outside the development limit it is considered that development would not be able to meet the principles of sustainable development. In order for development within development limits to be acceptable, they will have to comply with Policy SP9 below.

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### Policy SP 9

#### Development within Development Limits

Development will be permitted on land within development limits if:

1. It is in accordance with any existing allocation;
2. It would be compatible with the character of the settlement and, depending on the location of the site, its countryside setting and natural environment;
3. It protects the setting of existing buildings and the character of the area and significance of heritage assets;
4. Development provides adequate amenity space and does not result in an unacceptable loss of amenity space;
5. It does not result in any material overlooking or overshadowing of neighbouring properties;
6. It would not have an overbearing effect on neighbouring properties; and
7. It would not result in unreasonable noise and/ or disturbance to the occupiers of neighbouring properties by reason of vehicles or any other cause.

#### Development in the Countryside

**3.116** In order to deliver the Local Plan's objectives the strategy for the rural areas is to promote a sustainable rural economy and to address any issues of rural deprivation while at the same time protecting the important countryside assets including agricultural land, historic and landscape features and biodiversity.

#### Metropolitan Green Belt

**3.117** The south western part of Uttlesford District forms a part of the Metropolitan Green Belt (MGB) that surrounds London. A belt of countryside needs to be retained between Harlow, Bishop's Stortford and Stansted Mountfitchet as part of this Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belt are its openness and permanence. Within the MGB development will only be permitted if it meets the criteria for exceptional development set out in the NPPF.

### 3 Spatial Strategy

**3.118** Infilling, limited development or redevelopment of sites within the development limits of villages within the MGB (Birchanger, Hatfield Heath, Leaden Roding, Little Hallingbury and White Roding) will be allowed providing they are compatible with the character of the settlement and its setting. Exception sites to meet local needs for affordable housing will be allowed in the MGB where a need has been identified.

**3.119** The Council commissioned Arup to undertake a Review of the Metropolitan Green Belt within Uttlesford against the purposes of Green Belt as defined by the NPPF. The Review was published in 2016. The Review broke down the Green Belt in Uttlesford into 31 General Areas based either on man-made defensible boundaries, such as roads and railway lines, or natural features, such as rivers and hedgerows.

**3.120** The General Areas were tested against three purposes of Green Belt as set out in the NPPF, namely:

1. To check unrestricted sprawl of large built-up areas;
2. To prevent neighbouring towns margining into one another; and
3. To assist in safeguarding the countryside from encroachment.

**3.121** All but one of the General Areas were found to perform strongly against the purposes of the Green Belt. One of the General Areas was found to perform moderately. The MGB in Uttlesford is an example of well-functioning Green Belt, demonstrating that it meets the original purposes of preventing outward sprawl of its large built-up areas and is compliant with both the NPPF and local policies. The Green Belt Review recommended all of the 31 General Areas are retained. Whilst minor modifications have been made to the Green Belt boundary in relation to three of the General Areas to align with existing defensible boundaries, no other changes have been made to the Green Belt. The Green Belt boundary is shown on the Policies Map. No other land will be released from the Green Belt in the Local Plan period.

**3.122** The Council is committed to planning positively for the Green Belt. The Local Plan's vision and objectives promote sustainable patterns of development, directing the majority of growth towards existing and new urban areas, to ensure that the Green Belt is retained and enhanced.

#### London Stansted Airport Countryside Protection Zone

**3.123** The Local Plan identifies a Countryside Protection Zone (CPZ) around London Stansted Airport. London Stansted Airport, as London's third airport, puts significant pressure for development on the surrounding countryside. The aim of this policy approach is to maintain London Stansted as an "airport in the countryside". The priority within this zone is to restrict development which would cause coalescence between the airport and surrounding development. Coalescence is the physical coming together or merging between the airport and existing development in the zone. New building will generally lead to coalescence. The change of use of a building in itself will not lead to coalescence unless there is associated development such as outside storage or car

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parking. Each case needs to be judged on its merits, where there are only modest levels of additional parking on a tightly well-defined site for example, it may not be considered as leading to coalescence. Development which complies with the Strategic Policy SP10 Protection of the Countryside will only be permitted if it also consistent with this over-riding objective.

**3.124** The CPZ was first designated in the Uttlesford Local Plan 1995. The Council commissioned Land Use Consultancy to undertake an assessment of how the land in the CPZ performs against the objectives of the CPZ designation. The CPZ was divided into ten parcels based on natural or man-made features and tested against four purposes:

1. To protect the open characteristics of the CPZ;
2. To restrict the spread of development from London Stansted Airport;
3. To protect the rural character of the countryside (including settlements around the airport); and
4. To prevent changes to the rural settlement pattern of the area by restricting coalescence.

**3.125** The CPZ Study recommended some minor boundary revisions in order to strengthen the CPZ against features on the ground. As a result some minor revisions to the boundary have been implemented which are reflected in the Proposals Map. No other land will be released from the CPZ in the Local Plan period.

### Landscape Character and Countryside Development

**3.126** The character and appearance of the countryside changes from one area of the District to another but the landscape is predominantly agricultural. Approximately 97% of the land within the District is agricultural land of which 80% is designated Grade 2. The land is mostly arable. Farming remains an important part of the rural economy. In recent years there has been a degree of diversification into new areas of activity. The Development Management policies will allow the re-use of farm and other buildings for commercial purposes, subject to certain criteria. This will help to retain activity in rural areas. Alternative uses of land in the countryside will be supported where they comply with Countryside, MGB, CPZ and other policies where the environment and character of the countryside is protected. Section 11 of the Local Plan sets out four more detailed policies, Policies C1 - C4, that will be applied when considering planning applications for development in the Countryside.

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#### Policy SP 10

##### Protection of the Countryside

The Countryside is defined as land outside the development limits and identified new garden communities and consists of:

1. The Metropolitan Green Belt
2. London Stansted Airport Countryside Protection Zone
3. Countryside beyond both the Green Belt and the Countryside Protection Zone

In the countryside, the only development that will be permitted is for the following uses:

- a. agriculture
- b. Horticulture
- c. Forestry
- d. outdoor recreation; and
- e. other uses which need to be located in the countryside.

Development in the countryside supported by other policies in the development plan will be assessed against those policies.

The Countryside will be protected for its intrinsic character and beauty, for its value as productive agricultural land, recreational land and for biodiversity. The landscape character and local distinctiveness of the Countryside will be protected and enhanced. Proposals for development will need to take into account the landscape's key characteristics, features and sensitivities to change in accordance with Policy C1.

The Metropolitan Green Belt as defined on the Policies Map will be protected against development in accordance with the latest national policy.

The Policies Map defines the London Stansted Airport Countryside Protection Zone. Development will only be permitted within this Zone if new buildings or uses of land do not lead to coalescence between London Stansted Airport and existing development and does not adversely affect the open character of the Zone.

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Within the Countryside, beyond the Metropolitan Green Belt and the Countryside Protection Zone, planning permission will be granted for development appropriate to a rural area in accordance with Policies C1 – C4. In considering proposals for development in the Countryside the Council will:

1. **Protect the best and most versatile agricultural land**
2. **Protect biodiversity;**
3. **Support other options such as the use of land within development limits, re-use of existing rural buildings and previously developed land; and**
4. **Focus development in locations with good access to services and facilities.**

### London Stansted Airport

**3.127** London Stansted Airport is identified as making a positive contribution to the delivery of the Spatial Strategy by facilitating, economic growth and provision of jobs both on and off the airport. However, these positive contributions need to be balanced against the negative environmental impacts. In particular noise and air quality impacts on amenity and health.

**3.128** London Stansted Airport is a busy airport currently operating at approximately 25.9 million passengers per annum (mppa) with permission to operate up to 35 mppa, which is forecast by the airport operator to be reached by 2025. Planning permission has been approved for a new arrivals terminal, with construction commencing in 2018 and is programmed for completion by 2021. By the time the airport serves 35 mppa, around 19,000 people are expected to be working on or off the airport (directly and indirectly related jobs). These airport-related jobs are important to the wider economy.

**3.129** The airport provides air transport services for business and leisure users in the East of England and the London catchment and is a key interchange of air, road and rail services. It also generates significant employment for residents of the District and surrounding areas.

**3.130** Land at London Stansted Airport has previously been identified specifically for development directly related to or associated with the airport. The role and function of the airport, however, has evolved with a high proportion of short-haul flights, with planes spending relatively little time on the ground, belly hold cargo tonnage being limited, and fewer facilities required for cargo storage. This results in lower demand for space reserved for airport related uses in the adopted Uttlesford Local Plan. Much of the land to the north of the runway is unused or underused, and new commercial units built on a speculative basis to the south of the runway have been subject to long and/ or frequent periods of vacancy since they were completed.



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**3.131** The Local Plan therefore designates the land to the north of the runway known as the North Stansted Employment Area' within the London Stansted Airport Strategic Allocation for non-airport related employment uses. Only airport related uses will be permitted on the remainder of the Strategic Allocation, including land to the south of the runway. This will ensure that capacity for airport businesses have space to expand and allows new airport related companies to locate at London Stansted Airport.

**3.132** Night flights from and to London Stansted are a significant cause for concern for local residents, with the associated noise annoyance at unsociable hours. Uttlesford District Council does not determine the night flights regime, which is in the hands of the government. However, the Council will continue to resist any reduction in night flying restrictions.

**3.133** London Stansted is a Statutory Safeguarded Aerodrome. Certain planning applications will be the subject of consultation with the airport operator and there may be restrictions on the height or detailed design of buildings, operation of cranes, which impact on the flight path or radar or on development which could create a bird hazard as described in ODPM Circular 1/2003.

**3.134** Further guidance on safeguarding issues, can be obtained from documents published by the Civil Aviation Authority including the following:

- CAP738 Safeguarding of Aerodromes
- CAP764 Policy and Guidelines on Wind Turbines; and
- CAP772 Wildlife Hazard Management at Aerodromes.

**3.135** In addition, Department for Transport Circular 01/2010 relates to the Control of Development in Public Safety Zones (PSZ). Aircraft can take off and land on London Stansted's runway in either direction. At each runway threshold the Civil Aviation Authority maintains a Public Safety Zone (PSZ). PSZs are areas at either end of the runway within which development is restricted in order to control the number of people living, working or congregating on the ground in that area, in order to minimise the risk in the event of an accident on take-off or landing. Two risk contours are shown on the Polices Map based on forecasts about the numbers and types of aircraft movements forecasted ahead 15 years. The 1:100,000 contour is the part of the PSZ within which the theoretical risk of an individual residing permanently being killed by an aircraft is greater than 1:100,000. Within the 1:10,000 contour this theoretical risk is increased ten-fold and very few uses involving a very low density of people coming and going within it will be acceptable. Parts of the London Stansted Distribution Centre at Start Hill lie within the PSZ to the south-west of the runway.

**3.136** Safeguarding maps and maps showing the PSZ are held by Uttlesford District Council, as the local planning authority, and the airport operator and are available for reference. More complex proposals may require modelling to be carried out by the airport operator to establish the impact of a development on the airport operations.



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**3.137** The government encourages all airports to produce a master plan to set out a clear statement of intent on the part of an airport operator to enable future development of the airport to be given due consideration in local planning processes. They also provide transparency and aid long-term planning for other businesses. London Stansted Airport has a master plan, called the Sustainable Development Plan 2015, which was produced in consultation with the nearby local authorities, including Uttlesford District Council.

1. Targets for increasing the proportion of journeys made to the airport by public transport for both airport workers and passengers
2. The strategy to achieve those targets; and
3. A system whereby the London Stansted Area Transport Forum can oversee implementation of the strategy.

**3.138** In addition, there is a Section 106 agreement relating to the 25 million passengers per annum (mppa) permission, a unilateral obligation relating to the G1 (35 mppa) permission and associated conditions including those required to be imposed by the then Highways Agency (now Highways England). Together these combine to provide a framework within which the surface access needs of the airport as currently permitted to develop will be managed. The Council will continue to work with London Stansted Airport and other District and County Authorities, bus and rail operators and groups like Sustrans via the London Stansted Area Transport Forum and its attendant working groups to improve public transport, cycling and walking routes to, from and within the airport. The London Stansted Area Transport Forum and its working groups will set and monitor targets to deliver an increase in sustainable surface access to the airport.

**3.139** There is enough land allocated within the boundary of London Stansted Airport for air passengers who have driven to the airport to access the on-airport car parking using the on-airport road network and not the local road network beyond. On-airport parking helps to protect residential amenity and the character of the villages and countryside around London Stansted from the impact of on street airport parking, the presence of car parking compounds and the additional traffic associated with it. The Council will continue to work with the airport operator and others to manage car parking within the airport and to maximise the percentage of air passengers using public transport to get to or from the airport in line with Government policy in the Aviation Policy Framework. This would not be practical if the provision of car parking became fragmented by indiscriminate off-airport parking undermining the aims of the airport surface access strategy. Currently a levy from airport parking helps fund the initiatives of the Airport Surface Access Strategy. Any further on-airport parking developments including bespoke car parks and those related to hotels will be subject to a similar levy. It will also be important to make sure that the scale of parking associated with new hotels and bed and breakfast accommodation does not exceed vehicle parking standards contained within the Essex Planning Officers Association's Parking Standards, Design and Good Practice Document (2009) for the same reason of not undermining the surface access strategy.

### 3 Spatial Strategy

**3.140** A landscaping belt runs around the perimeter of the airport and includes the Molehill Green mound and the land north west of Parsonage Road south of the short stay car park. Development should not occur in these areas as shown on the Policies Map Inset. Many other landscaped areas have been planted or are proposed within development zones. They also fulfil a very important function and are part of the landscape master plan already approved by the Council. Within the long-term car park, for example, planting shields parked cars when viewed from locations west of the Airport.

**3.141** Reflecting the requirements of the NPPF, this policy adopts a strategy to mitigate and adapt to climate change in order to offset the impact of increased airport usage. To support a move to a low carbon future, any planned further expansion of the airport will need to actively plan for new development in ways which reduce greenhouse gas emissions; supporting energy efficiency improvements to existing buildings and take account of landform, sustainable methods of getting to and from the airport, green infrastructure, layout, building orientation, massing and landscaping in order to minimise the impacts of climate change. The impacts of emissions from aircraft are regulated through a series of international agreements and lie outside the remit of the planning system. The Council will continue to press the government to reduce, through the International Civil Aviation Organisation or other decision making channels, carbon emissions from aviation, which in 2015 represented 22% of the UK's total transport emissions. The Government's framework for addressing the climate change impacts of UK aviation aims to limit UK aviation CO<sub>2</sub> emissions to 37.5Mt by 2050, as part of its commitment to an overall 80% reduction in UK CO<sub>2</sub> emissions by 2050. The 37.5Mt limit is based on the advice of the independent Committee on Climate Change and, within this overall total, the Government's modelling assumes CO<sub>2</sub> emissions attributable to Stansted Airport aircraft movements to be 1.6Mt in 2030 and 1.5Mt by 2050.

**3.142** The Government has confirmed in a statement issued in June 2018 that for the majority of environmental concerns these will be taken into account as part of existing local planning application processes, and that decisions on the elements that impact on local individuals, such as noise and air quality should be considered through appropriate planning processes and the CAA airspace change process. However, important environmental elements such as best use of existing runways, leading to increased air traffic which could increase carbon emissions, should be considered at a national level; including the Committee on Climate Change and reaching agreement at the ICAO on a global offsetting scheme known as CORSIA, or alternative carbon cap schemes, should the former scheme not prove capable of implementation.

**3.143** Policy SP11 makes provision for the airport to respond positively to future growth opportunities and continue to make significant sub regional and national contributions to economic development, jobs and wealth creation while setting a clear environment and transport framework with which to regulate future growth. The North London Stansted Employment Area is included within the Strategic Allocation for a range of Use Class B employment development.

## Spatial Strategy 3

**3.144** Harlow College is developing a centre of Further Education at Stansted Airport. This will open in autumn 2018. The college will run courses in aviation and business services, engineering and aircraft maintenance, and hospitality, retail and events management, offering opportunities for people to improve their career prospects and access the jobs available at the airport.

### 3 Spatial Strategy

#### Policy SP 11

##### London Stansted Airport

Sustainable growth of London Stansted Airport will be supported in principle and is designated as a Strategic Allocation in the Local Plan. The Strategic Allocation (see Policies Map) includes land within the existing airport operational area and incorporates the North Stansted Employment Area. The wider strategic allocation serves the strategic role of London Stansted Airport and associated growth of business, industry and education, including aviation engineering, distribution and service sectors and the airport college which are important for Uttlesford, the sub-regional and national economy.

##### Airport Safeguarding

Development that would adversely affect the operational integrity or safety of London Stansted Airport will not be permitted. With respect to operational and national security considerations, this includes (but is not limited to) concerns over the height of buildings, lighting, bird activity and proximity to Public Safety Zones. The 1:10,000 and the 1:100,000 risk contours are shown on the Policies Map. Within the 1:10,000 risk contour no residential or employment uses will be permitted. Within the 1:100,000 risk contour permission will only be granted for extensions or changes of use or low density development.

##### Access to London Stansted Airport

London Stansted Airport's role as a national, regional and local transport interchange will be maintained. The necessary local and strategic transport infrastructure and rail, coach, bus service, pedestrian and cycle capacity to accommodate the passenger and employee trips and other journeys via connections at the airport must be maintained and enhanced. An integrated approach must be demonstrated within the framework of a surface access strategy.

To assist development of new rapid transit options between the airport and new and existing communities, land will be safeguarded to allow access at the terminal. The council will seek financial contributions from the airport operator for the delivery of an appropriate scheme.

##### Airport Development

Proposals for the development of the airport and its operation, together with any associated surface access improvements, will be assessed against the Local Plan policies as a whole. Proposals for development will only be supported where all of the following criteria are met:

## Spatial Strategy 3

1. They are directly related to airport use of development, apart from within the North Stansted Employment Area ;
2. They contribute to achieving the latest national aviation policies;
3. They are in accordance with the latest permission;
4. Do not result in a significant increase in Air Transport Movements or air passenger numbers that would adversely effect the amenities of surrounding occupiers, or the local environment or transport networks (in terms of, noise, disturbance, air quality and climate change impacts);
5. Achieve further noise reduction or no increase in day or night time noise in accordance with the airport's most recent Airport Noise Action Plan (approved by the Secretary of State on a five yearly basis);
6. Include an effective noise control, monitoring and management scheme that ensures that current and future operations at the airport are fully in accordance with the policies of this Plan and any planning permission that has been granted;
7. Include proposals which will over time result in a proportionate diminution and betterment of the effects of aircraft operations on the amenity of local residents and occupiers and users of sensitive premises in the area, such as through measures to be taken to encourage fleet modernisation or otherwise;
8. Incorporate sustainable transportation and surface access measures in particular which minimise use of the private car, and maximise the availability and use of sustainable transport modes and seek to meet modal shift targets, all in accordance with the London Stansted Sustainable Development Plan;
9. Incorporate suitable road access for vehicles including any necessary improvements required as a result of the development and demonstrate that the proposals do not adversely affect the adjoining highway network; and will not lead to detriment to the amenity of the area and neighbouring occupiers;
10. Be consistent the latest Sustainable Development Plan for the Airport.

### Northern Stansted Employment Area

This 55 hectare site is allocated for B2 and B8 Employment uses.

### 3 Spatial Strategy

B1, B2 and B8 employment uses are acceptable in principle at this location but will not be restricted to airport-related employment. Small scale ancillary retail and leisure (as defined in Use Classes A1 to A3 and D2) will be permitted in order to serve the needs primarily, of employees in the area. The Council will require proposals to be subject to a comprehensive development brief or Master Plan which shall set out the proportion and phases of development.

#### Airport-related Car Parking

Proposals for airport related car parking should be located within the Airport Strategic Allocation, as shown on the Policies Map (excluding North Stansted Employment Area). Appropriate mechanisms will be sought to make sure that all on airport car parking is integrated into and contributes to funding of the airport surface access strategy. Proposals for airport related car parking outside this area will only be permitted where all of the following criteria are met:

9. There is demonstrated to be a long-term car parking need that cannot be met within the Airport Strategic Allocation;
10. They relate well to the strategic road network and do not exacerbate traffic congestion;
11. They do not have an adverse impact on amenity; and
12. They are in accordance with the most recent Sustainable Development Plan for London Stansted.

#### London Stansted Airport Strategic Allocation

Development proposals at the London Stansted Airport Strategic Allocation will ensure:

13. Appropriate strategic landscaping will be provided both on and off site, which shall have regard to the potential for significant visual prominence within the wider area of built development and which does not increase risk to aviation operations arising from structures, lighting, bird strike or open water and having regard to operational and national security considerations; and
14. The height and design of buildings will reflect the site's countryside setting, its visibility from surrounding countryside; and
15. Provision is made for sustainable drainage and the disposal of surface water in order to prevent any harm occurring to neighbouring land.

#### Strategic Landscape Areas

## Spatial Strategy 3

**Development will not be permitted within those areas identified as strategic landscape areas on the Policies Map Inset.**

### Climate Change and Sustainable Development Principles

**3.145** The overall aim of the Local Plan is to deliver sustainable development. Sustainable development ensures that the economic, social and environmental needs of the District are delivered in a balanced way. Fundamental to achieving this aim is the reduction of the use of resources and minimising greenhouse gas emissions by encouraging the supply and use of appropriate renewable energy and low carbon technologies.

**3.146** The world's climate and weather patterns are changing. Global temperatures are rising causing more extreme weather events. In Britain the Climate Change Act 2008 established a long-term framework to tackle climate change. Its aim is to encourage the transition to a low-carbon economy in the UK through legally binding targets on carbon emission reductions. It requires Government to reduce greenhouse gas emissions by:

1. Cutting emissions by at least 34% by 2020 and 80% by 2050 – below the 1990 baseline;
2. Setting and meeting five-yearly carbon budgets for the UK during that period; and
3. Requiring that those carbon budgets be set three budget period ahead – so that it is always clear what the UK's emissions will be for the next 15 years.

**3.147** Half of all the country's carbon emissions come from the energy used in constructing, occupying and operating buildings. A high standard of construction is therefore important if these targets are to be met. Sustainable design and construction takes account of resources used in construction and also how buildings are designed and used. While consideration of energy and carbon impacts is important sustainable design and construction goes much wider than this and seeks to:

1. Minimise the use of resources (including energy and water);
2. Make sure that the built environment mitigates against and is resilient to the impacts of climate change;
3. Protect and enhance biodiversity and green infrastructure;
4. Provide buildings that are pleasant and healthy for occupiers and users;
5. Make sure that materials come from sustainable sources; and
6. Minimise waste.



### 3 Spatial Strategy

**3.148** In relation to carbon emissions, particular problems arise from the rural nature of the District which leads to dependence on private cars for transport and the use of high emission fuels for heating such as oil, liquid petroleum gas (LPG) and electricity. However, national statistics indicate a fall in the per capita CO<sub>2</sub> emissions for Uttlesford from 12.9 tonnes in 2005 to 9.7 tonnes per capita in 2014. The largest contributor is road transport. (Source: UK Local Authority and Regional Carbon Dioxide Emissions National Statistics 2005-2014 published June 2016).

**3.149** Spatial planning, through guiding the location and design of development, has the potential to reduce carbon emissions and address the impacts of climate change.

**3.150** The supply of previously-developed land and buildings in the District is limited which means that they will only make a relatively limited contribution to the delivery of development. In order to make the best use of available land resources, the Council will continue to encourage and support the re-use of previously developed land and buildings where these become available. By their very nature previously-developed land can be suitable sites for protected species such as great crested newts, owls and bats. Re-use and development of such sites will need to take account of the requirements set out in Policy C2. The sites proposed for development are, as far as possible, outside areas known to be at risk from pollution, contamination, flood risk or will be required to provide appropriate mitigation and safeguards. Natural resources will be protected and all development will be expected to contribute to recycling and energy efficiency.

## Spatial Strategy 3

### Policy SP 12

#### Sustainable Development Principles

The Council will support development which ensures the prudent and sustainable management of the District's towns, villages and countryside by:

1. Employing best practice in sustainable design and construction;
2. Encouraging the redevelopment of previously-developed land which is unused or under-used for uses which are sustainable and protect the natural environment in that location;
3. Minimising the amount of unallocated greenfield land that is developed;
4. Retaining and enhancing the character, appearance and setting of those areas, settlements or buildings that are worthy of protection;
5. Reducing, to an acceptable level, any pollution that may result from development;
6. Reducing, to an acceptable level, any impacts arising from known or potential contamination both on development sites and on sites which affect development sites;
7. Locating development on land identified as being at low risk of flooding and being designed to reduce the overall risk of flooding to the development site, and any cumulative impacts from the development on local areas susceptible to flooding.
8. Promoting development that minimises consumption of and protects natural resources including water;
9. Promoting development that makes provision for waste recycling; and
10. Promoting development which is located and designed to be energy efficient.

## 4 Housing

### Introduction

**4.1** At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development. The NPPF requires that Local Plans should meet the objectively assessed housing needs of an area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This must involve using an up to date evidence base to make sure that the Local Plan meets the full, objectively assessed needs for market and affordable housing in the local housing market area as far as is consistent with the policies set out in the NPPF. The Local Plan sets out to provide enough homes of the right type in sustainable locations to meet the housing needs likely to be generated in the District during the Local Plan period.

**4.2** As well as delivering enough homes to meet the housing requirements, the Council must make sure that the homes being provided meet the needs of residents in terms of affordability, size, type, etc. The housing being provided will need to be an appropriate mix reflecting the needs within the population. The 2015 SHMA identifies that the greatest need is for family housing, i.e. 3 and 4+ bedroom properties.

**4.3** The delivery of affordable homes is a key element of the Council's own housing strategy. Because of high house prices there are some members of the population, particularly younger people and those on low to modest incomes, unable to access the housing market. High housing costs have also led to a growing number of households who do not necessarily require subsidised affordable housing but, due to inflated house prices, are financially restricted from entering the private housing market. This applies particularly to 'Key Workers' and other workers on modest incomes who are key in providing public services and supporting the commercial businesses on which sustainable economic growth depends.

**4.4** The number of people over 65 living in the District is expected to grow considerably over the lifetime of the Local Plan. In addition to the provision of sheltered housing need has been identified for extra care accommodation which provides higher levels of care. Bungalows will also be required as set out in the relevant site allocation policies. Provision will also be made for homes which meet optional Building Regulations standards for accessible and adaptable housing and for wheelchair accessible housing. Policies are also included in the Local Plan which will allow homes to be provided for people involved in agriculture or working in the rural area.

**4.5** Paragraph 50 of the NPPF identifies that local planning authorities should plan for people wishing to build their own homes. PPG (paragraph 21) states that the Government wants to enable more people to build their own home and wants to make this form of housing a mainstream housing option and that local authorities should therefore plan to meet the strong latent demand for such housing. As of March 2018, there are 177 interested parties on the Council's register. The Council is committed to finding plots for those wanting to build their own homes.

**4.6** Carver Barracks at Wimbish is a Ministry of Defence base with around 1,500 military staff and their dependents living on site. There are no specific proposals that will require additional accommodation needs for the base but any accommodation needs identified during the Local Plan period could be accommodated within the site.

## Housing 4

**4.7** The 2016 Gypsy and Traveller Accommodation Assessment (GTAA)<sup>(16)</sup> identified that there is no need for any additional pitches for households that meet the required definition. This will be kept under review and any need that arises during the Local Plan period will be considered against a criteria based policy, or if it proves necessary in the future, through the preparation of a specific site allocations Local Plan.

### Housing Density

**4.8** Housing density is a measure of the number of dwellings which can be built on a site. It is usually expressed in terms of the number of dwellings per hectare. Higher densities of development are recognised as a way of reducing the consumption of resources (including land, energy and water) at the same time as creating vibrant and sustainable places. Development that is design-led can be built to high densities without lower quality; for example many of the central areas of historic towns and villages have high densities. It is however important that a design-led approach is adopted in order to secure the objective of making the best use of the land available whilst having regard to the particular characteristics of a site and the area in which it is located. Average densities provide a guide as to the density that should be met in different types of areas or locations. Policy H1 below sets out the average densities for housing development in the towns and settlements in Uttlesford which should be achieved having regard to Policies D1 – D10 in the Design Section of the Local Plan. These policies guide the design of all development in the district.

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16 [Gypsy and Traveller Accommodation Assessment \(GTAA\) \(ORS, 2017\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7120&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7120&p=0)

## 4 Housing

### Policy H 1

#### Housing Density

Unless otherwise specified in a Neighbourhood Plan, housing development will be expected to achieve densities within the following ranges depending on the location of the development and taking into account the character of the area.

Location	Number of Dwellings per Hectare
Within the town Development Limits of Saffron Walden and Great Dunmow	35-60
Within Development Limits of any other settlement	30-50
Adjacent to any settlement	30-50

Housing development will be expected to make the most efficient use of land having regard to the Design Policies D1-D10 set out in the Local Plan.

#### Housing Mix

**4.9** It is important that the Local Plan provides for a choice and mix of housing across the District in order to create balanced and sustainable communities in relation to both the choice and mix provided on larger, individual sites and overall choice and mix of the towns, villages and new garden communities. Widening housing choice broadens the appeal of an area and helps in meeting the needs of existing residents. The Council will expect the mix of new residential schemes to reflect the most recent Strategic Housing Market Assessment evidence of need taking into account local character considerations and viability which will be assessed on a site by site basis. Evidence of scheme viability will need to be demonstrated at the time a planning application is submitted, or alongside a request for a variation of a S106 agreement on the grounds of viability if this becomes necessary.

**4.10** The 2015 SHMA assessed the housing mix and tenure in terms of number of bedrooms for market and affordable housing. It was concluded that the majority of the need for market housing is for 3 and 4 + bedroom houses, whilst the greatest need for affordable housing units is for 2 and 3 bedroom houses.

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### Policy H 2

#### Housing Mix

**New housing developments will provide for a mix of house types and sizes to meet the different needs of the local area and the District as a whole including a significant proportion of 3 and 4+ bedroom market housing and 2 and 3 bedroom affordable housing to meet the needs of families as evidenced by the most recent Strategic Housing Market Assessment having regard to local character, significance of heritage assets and the viability of the development which will be assessed on a site by site basis**

#### Subdivision of Dwellings

**4.11** The character of an area may be adversely affected by subdivision of existing properties or change of use to multiple occupancy as a result of on-street parking, the use of garden space for car parking, an increase in overlooking of adjacent properties and general noise and disturbance. If a dwelling is within a flood risk area, subdivision creating a ground floor flat could mean a flat being created with no access to a first floor level for refuge. The potential adverse effects of the subdivision or multiple occupancy of residential properties will be controlled by Policy H3 below.

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### Policy H 3

#### Subdivision of Dwellings and Dwellings in Multiple Occupancy

The subdivision of dwellings into two or more units or the change of use of dwellings to houses of multiple occupancy will be permitted provided that:

1. Sufficient car parking is provided in accordance with the Essex Parking Standards, Local standards and subsequent updates;
2. There would be no material overlooking of neighbouring properties;
3. A reasonable amount of amenity space is provided in accordance with the Essex Design Guide or subsequent design guidance for the occupiers of the newly-created units;
4. If the dwelling is located within a flood risk area, no residential unit is created without access to a first floor level for refuge;
5. The development would not have a detrimental effect on the character of the area by reason of:
  - i. On street parking;
  - ii. The loss of garden space for use as car parking; and
  - iii. Unreasonable noise and disturbance to the occupiers of neighbouring properties from vehicles or any other cause.

#### Residential Extensions and Replacement Dwellings

**4.12** While extensions to the home reduce the stock of smaller, cheaper housing, an extension may be the only way many households can afford to secure the accommodation they need as their requirements change. Applications for residential extensions will be considered against all policies within the Local Plan, where relevant, but specifically against the policies set out in the Design section of the Local Plan, in particular Policy D3 - Small Scale Development/ Householder Extensions and Policy D1 - High Quality Design.

**4.13** To help protect the character of Uttlesford's countryside and its Green Belt there is a need to control the amount and design of new development in the countryside. The construction of replacement dwellings and extensions to existing houses can individually, and cumulatively over a number of years, have an adverse impact both on the character of the individual properties and their surroundings. Applications for small scale residential extensions should be considered against Policy D3 of the Local Plan. Regards should



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also be given to Policy SP10 – Protection of the Countryside and Policy C1 – Protection of Landscape Character as well as the design policies in the Design section of the Local Plan.

### Policy H 4

#### **House Extensions and Replacement Dwellings in the Countryside and the Green Belt**

##### **House extensions and replacement dwellings beyond the Green Belt:**

1. **Proposals to extend or replace existing dwellings within the area designated as Countryside or Countryside Protection Zone will be permitted provided that the proposal would not materially increase the impact of the dwelling on the appearance of the surrounding countryside or the open character of the Countryside Protection Zone by virtue of its siting, scale, height, character and design.**
2. **A replacement dwelling should be positioned on or close to the footprint of the existing dwelling, unless design, landscape, highway safety, residential amenity or other environmental grounds indicate that a more appropriate location on the plot can be justified.**

##### **House extension and replacement dwellings within the Green Belt**

3. **House extensions will be permitted which would not result in disproportionate additions to the original dwelling or harm the purposes of the Green Belt; and**
4. **Replacement dwellings should be positioned on or close to the footprint of the existing dwelling and will only be permitted if they are not materially larger than the one it replaces.**

**Both within the Green Belt and beyond it account will be taken of the size of the existing dwelling, the extent to which it has previously been extended or could be extended under permitted development rights, and the character of the area.**

### **Residential Development in Settlements without Development Limits**

**4.14** Infilling between existing dwellings and the development of other village sites often provide opportunities for the provision of additional homes. However, care should be taken to make sure such development is appropriate, well designed and well related to its surroundings. This will be particularly important beyond development limits, where the sensitive nature of these sites requires development only be allowed where it will not adversely affect the local environment and where it will not lead to over development.

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It is also important to safeguard the interests of residents in surrounding houses by making sure that residential amenity such as large gardens, privacy and the character of the area is maintained.

### Policy H 5

#### **Residential Development in Settlements without Development Limits**

**Proposals for small scale residential development on sites in settlements without development limits will be permitted if the following criteria are met:**

- 1. The setting of existing buildings, the natural and historic environment, and the character of the area are protected;**
- 2. A reasonable amount of amenity space is provided in accordance with the Essex Design Guide or subsequent guidance;**
- 3. The development would not have an overbearing effect or cause disturbance to neighbouring properties;**
- 4. There would be no material overlooking or overshadowing of neighbouring properties; and**
- 5. The resulting development would not result in unreasonable noise and disturbance to the occupiers of neighbouring properties from vehicles or any other cause.**

### **Affordable Housing**

**4.15** As explained in the Spatial Strategy in Section 3 of the Local Plan, since 2010 the Council has worked with Harlow, Epping Forest and East Hertfordshire Councils to prepare a Strategic Housing Market Assessment (SHMA). A SHMA was published in 2010 and updated in 2012 and 2015. The 2017 SHMA sets out an up to date and policy-compliant assessment of housing need across the Housing Market Area (HMA) for the period 2011-2033. It identifies that the four districts represent the most appropriate “best fit” for the West Essex and East Hertfordshire HMA.

**4.16** The 2015 SHMA concluded that the combined level of housing need across the four local authority areas was 46,058 homes for the period 2011-2033. This figure was disaggregated amongst the four authorities.

**4.17** The Government released new household projections in July 2016. These figures showed that, by 2033, the population of Uttlesford was likely to be greater than originally expected. Following the release of these figures, further work on the SHMA has showned that the housing requirement for the District has increased to at least 14,000 new homes by 2033.

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**4.18** The 2017 SHMA identified that the affordable housing component of the District's total housing need is 19.5%. In the light of national policy which does not permit affordable housing contributions from sites of 10 units or less, it is considered appropriate to require developments of 11 dwellings or more to provide 40% of the total number of dwellings as affordable dwellings in order to ensure that the affordable housing need is met.

**4.19** There are, and will continue to be, many households in Uttlesford lacking their own housing or living in housing that is inadequate or unsuitable, who are unlikely to be able to meet their needs in the housing market without some assistance.

**4.20** For affordable housing to be relevant to those in housing need in Uttlesford it must be available, both initially and for subsequent occupancy, only to those with a demonstrable housing need.

**4.21** The Council encourages meeting affordable housing requirements through one of its preferred Registered Providers (RP) who have the management abilities and local knowledge to effectively manage new affordable housing. Increasingly though there are a range of different types of affordable housing and developers and property managers as well as Registered Providers. The Council will consider a range of different types of affordable housing subject to it meeting the overall intention of affordable housing. Innovative affordable housing products and development designs will be supported particularly within the new garden communities.

**4.22** Starter Homes can help to widen opportunities for home ownership for those households able to afford market rents but unable to afford to buy housing in the Housing Market Area. The Council is supportive of the model and awaits the publication of the Regulations. The SHMA found that Starter Homes are unlikely to be affordable to those households identified as being unable to afford market housing. The provision of Starter Homes are therefore considered as being additional to (and not part of) the affordable housing need.

**4.23** The percentage and type of affordable housing on any given site may be subject to negotiation at the time of a planning application, to allow issues such as site size, sustainability and viability to be considered. An appropriate mix of tenures and property size would need to be agreed in the light of the most up to date housing need evidence and will be determined by local circumstances. The Council will set out in its Developer Contributions Supplementary Planning Document and specific site layout and design requirements for affordable housing. Currently the tenure split is 71% affordable rent or social rented tenure and 29% shared ownership or intermediate housing tenure. Affordable housing units will be normally be distributed throughout the development in clusters of no more than 10 units, depending on the size of the development.

**4.24** Requirements for affordable housing provision can render some schemes unviable, especially when faced with a downturn in the housing market or changes to funding. The viability of schemes is a key consideration. It is the responsibility of the applicant to commission a viability study by specialists to be agreed with the Council

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to prove that the affordable dwellings requirement as set out in the policy will make their scheme unviable and to propose alternatives to meet the requirements set out in Policy H6 below.

### Policy H 6

#### Affordable Housing

**Developments on sites which provide for 11 dwellings or more, or residential floorspace of more than 1,000 sq m (combined gross internal area), will be required to provide 40% of the total number of dwellings as affordable dwellings on the application site and as an integral part of the development. The council will prepare a Supplementary Planning Document on Affordable Housing.**

**Where it can be evidenced to the satisfaction of the Council that this requirement would render the development unviable the Council will negotiate an appropriate provision of affordable housing.**

**In exceptional circumstances, where this cannot be achieved, off-site provision and/ or commuted payments in lieu of on-site provision may be supported where this would offer an equivalent or enhanced provision of affordable housing.**

**Affordable housing units will be distributed through the development in appropriately sized, non-contiguous clusters. The tenure mix of affordable housing should reflect the most up to date local housing need evidence and viability on individual sites.**

**Developers may not circumvent this policy by artificially subdividing sites. Where sites are sub-divided, the Council will normally expect each subdivision or smaller development to contribute proportionally towards achieving the amount of affordable housing which would have been appropriate on the whole or larger site.**

**To prevent the loss of affordable housing to the general housing market, the Council will, where appropriate, require long term safeguards to be in place to ensure the benefit of affordable housing will be enjoyed by successive occupiers. This will normally be secured through a section 106 agreement.**

#### Affordable Housing on Exception Sites

**4.25** As a consequence of the scale of affordable housing needs and the need to retain mixed and balanced communities, the Council will also exceptionally release suitable land in rural areas for local needs housing that would not otherwise normally receive planning permission.

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**4.26** It is important to establish that a need exists and then to make sure that accommodation is made available for those people who have a genuine need for housing in the locality that they cannot meet in the market. Such people may for example, include existing residents who need separate accommodation locally, key workers or people who have longstanding links with the local community, such as people who used to live in the village but were forced to move away because of a lack of affordable housing, and people who need to move back into a village to be near relatives. 'Local' in this context means 'within the parish', principally, although the needs of those who live or work in an adjoining parish may also be accepted. This would particularly apply where a scheme is proposed in a larger village that would meet the needs of adjoining smaller communities. Properties need to meet an identified local need and be provided and maintained by a registered or other provider, to be agreed by the Council at an early stage. On some exception sites the Council may consider development that includes cross-subsidy from open market sales on the same site. The applicant would need to demonstrate to the Council's satisfaction that a mixed tenure scheme was essential to the viability and delivery of the development. The District Council will work with Registered Providers, Parish Councils and Neighbourhood Plan Groups in identifying suitable sites.

**4.27** Community Land Trusts (CLTs) are recognised as one potential arrangement to deliver, own and manage the provision of affordable housing including discounted market sale and intermediate homes to rent or buy. The Council supports the development of CLTs to meet local housing needs. As corporate bodies, CLTs must satisfy conditions within relevant legislation and furthermore should be willing to enter into planning obligations to secure the future affordability and occupancy of any dwellings they provide.

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### Policy H 7

#### Affordable Housing on Exception Sites

**Development of affordable housing will be permitted outside settlements on a site where housing would not otherwise normally be permitted, if it meets all the following criteria:**

- 1. The development will meet a local need that cannot be met in any other way, as demonstrated by an up to date housing needs survey prepared within the last three years;**
- 2. The development is of a scale appropriate to the size and facilities; of the settlement; and**
- 3. The site adjoins the settlement;**

**The inclusion of market housing in such schemes will be supported provided that:**

- 4. Viability assessments demonstrate that the need for the market housing component is essential for the successful delivery of the development; and**
- 5. The proportion of market housing is the minimum needed to make the scheme viable.**

#### Self-Build and Custom Build Housing

**4.28** Paragraph 50 of the NPPF clarifies that Local Planning Authorities should identify and make provision for people wishing to build their own home. Enabling self and custom building provides an important opportunity to bring more choice into the housing market and enable people to design and build homes that meet their specific needs.

**4.29** Self or custom build housing is identified as dwellings built (or commissioned) by someone to be occupied by them as their sole or main residence for at least three years. The three years is relevant in terms of qualifying for self-build Community Infrastructure Levy (CIL) exemption.

**4.30** The Self-build and Custom Housebuilding Act 2015 requires each local planning authority to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority area in order to build houses for those individuals to occupy as homes. The self-build register also provides information about the demand for such housing. This evidence should then be used to inform the Local Plan, consideration of planning applications and the disposal of public land.

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**4.31** The Council will work with developers on sites where the delivery of serviced plots for affordable housing are negotiated to enable some of these to be offered for self-build where a need is identified.

**4.32** Community Land Trusts (CLTs) are recognised as one potential arrangement to deliver, own and manage the provision of self-build schemes. CLTs are non-profit, community based organisations run by volunteers that develop housing, workspaces, community facilities or other assets that meet the needs of the community, are owned and controlled by the community and are made available at permanently affordable levels. The Council supports the development of CLTs to meet local housing needs. As corporate bodies CLTs must satisfy conditions within relevant legislation and furthermore should be willing to enter into planning obligations to secure the future affordability and occupancy of any dwellings they provide.

**4.33** The Council further recognises the opportunity of custom and self-build housing partly satisfying the affordable housing obligations from a residential development. Self-build development can provide for intermediate housing for rent or sale but would be subject to applying affordability and eligibility criteria. Several alternatives can be used to secure delivery. These include providing a specific number of fully serviced plots or homes that can be partly built out to be self-finished by purchasers. In all cases these should be made available to households in housing need with a relevant local connection and provided for sale or rent at an appropriate discount below market values. Affordable self-build properties should meet the definition for affordable housing provided by the Local Plan and Annex 2 of the NPPF for people who cannot afford to buy or rent a home on the open market.

**4.34** Support for this growing sector can make a positive contribution to development within the District. Where areas of land are identified for self-build, either as part of a strategic development site, new garden community, or through other smaller scale or windfall development, good design principles will apply.

**4.35** Masterplans and Plot Passports should be prepared that provide the parameters within which these new homes can be designed and build, allowing for individual interpretation, but within a framework that establishes the grain, scale and rhythm of new development.

**4.36** Plot Passports are a summary of the design parameters for any given plot, helping private homebuilders understand what they are allowed to build on the plot. They capture key information from the planning permission for the site, design constraints and procedural requirements. The Passports clearly show permissible building lines within which the new dwelling can be built, as well as height restrictions and other details such as parking requirements. Aspects such as materials, roof styles and fenestration are usually left for the plot owner to decide.



## 4 Housing

### Policy H 8

#### Self-Build and Custom Units

**Self and Custom Build proposals will be supported where they seek to address the need and demand for self and custom build housing and:**

- 1. The site is located within development limits;**
- 2. Are of high quality design and accord with plot passports (where appropriate);**
- 3. Are constructed sustainably and are energy efficient; and**
- 4. Do not conflict with other policies in the local plan.**

**Self and Custom Build proposals will be supported as part of the Garden Communities and strategic sites.**

**Where land is proposed for self and custom build plots located within Garden Communities and strategic sites, a design code and individual Plot Passports should be prepared and submitted to the Council for approval. Together, these will regulate the form of development, establishing building parameters such as heights, footprints, set-backs, densities and parking requirements. Neighbourhood plans may designate self and custom build sites where demand is identified.**

**In line with identified demand, a proportion of the self-build plots should be provided as affordable housing. These should be provided:**

- 5. At an appropriate discount below market value; and**
- 6. To households in housing need with a relevant local connection.**

**If Self or Custom Build plots are not sold after being marketed appropriately for 24 months, then they should remain on the open market as Self or Custom Build plots or be offered to the Council as land to deliver additional affordable housing. If there is no interest from the above after a further 12 months then the developer can build out the site as open market housing.**

#### Accommodation for Gypsies, Travellers and Travelling Showpeople

**4.37** Section 225 of the Housing Act 2004 Housing Act (2004). <sup>(17)</sup>states that every local housing authority must, when undertaking a review of housing needs in their District carry out an assessment of the accommodation needs of gypsies and travellers residing in or resorting to their district. Local planning authorities are required to provide culturally suitable accommodation for all their community under the Housing Act (2004).

## Housing 4

**4.38** The national Planning Policy for Traveller Sites (PPTS) (2015)<sup>(18)</sup> requires local planning authorities to set pitch targets and provide a sufficient supply of sites for those families who meet the definition of 'gypsy and traveller' and 'travelling showpeople'. Gypsy and traveller under the PPTS are defined as:

**4.39** *"Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. In determining whether persons are "gypsies and travellers" for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:*

- a. Whether they previously led a nomadic habit of life;*
- b. The reasons for ceasing their nomadic habit of life.*
- c. Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances."*

**4.40** Travelling showpeople are defined in the PPTS as:

*Members of a group organised for the purposes of holding fairs, circuses or shows (whether travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above."*

**4.41** In partnership with the Councils across Essex, Southend-on-Sea and Thurrock, the District Council commissioned the Gypsy and Traveller Accommodation Assessment (GTAA) to provide a robust assessment of current and future need for gypsy and traveller and travelling Showpeople families. The latest GTAA was published in January 2018 and the baseline for the Uttlesford Study in 2016.

**4.42** The GTAA has sought to understand the accommodation needs of the Gypsy, Traveller and Travelling Showpeople population in Uttlesford through a combination of desk-based research and engagement with members of the travelling community living on all known sites. A total of 16 interviews were completed with Gypsies and Travellers living on authorised and unauthorised sites and yards.

**4.43** The GTAA identified that in the District there is a need for no additional pitches up to 2033 for Gypsy and Traveller households that meet the planning definition contained in the Planning Policy for Traveller Sites; a need for up to 8 additional pitches for Gypsy and Traveller households that may meet the planning definition; and a need for 10

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17 [Available: https://www.legislation.gov.uk/ukpga/2004/34/contents](https://www.legislation.gov.uk/ukpga/2004/34/contents)

18 [Planning Policy for Traveller Sites \(DCLG, 2015\).](#)

## 4 Housing

additional pitches for Gypsy and Traveller households who do not meet the planning definition. No needs for travelling showpeople were identified. The Council is working with the other Councils in Essex to identify the need and the appropriate location(s) for transit provision.

**4.44** The Council is committed to providing for the housing need of all of its community as required under the 2004 Housing Act. The Council will closely monitor the gypsy and traveller population and keep the evidence base on gypsy and traveller need and supply under review.

**4.45** The Council will work in partnership with relevant stakeholders to address the identified need for Gypsy and Travellers who fall outside the definition of the PPTS as part of the Council's overall objective to meet district-wide housing needs. Any need that arises during the Local Plan period will be considered against the criteria based Policy H9 below, or if it proves necessary in the future, through the preparation of a specific site allocations plan.

## Housing 4

### Policy H 9

#### Sites for Gypsies, Travellers and Travelling Showpeople

Planning permission for new Gypsy and Traveller or Travelling Showpeople sites will be granted if the following criteria are met:

1. The applicant has adequately demonstrated a need for a site in the District and the number and type of pitches or plots proposed;
2. The site is located in a sustainable location, well related to a settlement with a range of services and facilities, including a primary school and healthcare facilities;
3. The site is located, designed and landscaped to minimise any impact on the natural, built and historic environment;
4. The site has safe pedestrian and vehicular access to and from the public highway and provides adequate space for parking, turning and servicing on site;
5. The site is not located in Flood Zone 3 and passes the Exception Test if the site is located in Flood Zone 2;
6. The site is, or can be, connected to physical infrastructure including drainage, water supply, power and other necessary utility services; and
7. The layout of the site and associated facilities including pitches/ plots, hard-standings, amenity blocks, vehicular and pedestrian access, play areas and boundary treatments are well planned to support health and well-being.

Plots for Travelling Showpeople should be large enough to accommodate the storage and maintenance of rides and equipment.

#### Accessible Homes and Housing for Older People

**4.46** Uttlesford has an ageing population which has clear implications for the future delivery of housing over the Local Plan period. Essex County Council (ECC) is the provider of social services in the District. Its independent Living Programme is encouraging the provision of specialist accommodation in Essex as a means by which older people can continue to live healthy and active lives within existing communities. For Uttlesford District, ECC has set the target of delivering 73 self-contained additional units of specialist accommodation (33 through rental and 40 through ownership) to enable older people to live independently within the community by 2020. This is in addition to the requirement for communal establishments. The Independent Living target

## 4 Housing

is set out in Essex County Council's Independent Living Position Statement (2016) <sup>(19)</sup>. This approach to meeting the specialist accommodation needs of older people is intended to reduce the demand for residential/nursing home care, which is a considerably more expensive way of meeting the needs of older people, and can unnecessarily restrict independence within this age group.

**4.47** Housing intended specifically for older people should be located where it is easy for residents to access community facilities and services, such as day-to-day shops and healthcare, and to be able to travel by public transport to larger centres to access a greater range of higher order facilities and services such as hospitals and libraries. If the day-to-day facilities and services are not available locally they should be available on site. Research has shown that the incorporation of certain design features in housing can have positive implications for the health and well-being of older people. In 2009 the Housing our Ageing Population Panel for Innovation (HAPPI) published a report examining the design of housing for older people and made recommendations to improve it. This included 10 key design principles which are now known as the HAPPI principles and are considered best practice that should be adopted in the design of housing for older people. Bungalows provide a popular form of housing in Uttlesford which means that older people can downsize to accommodation that is fit for purpose but still maintains their independence. It also meets a need for those with a physical disability who require accommodation on one floor. The provision of 1 and 2 bed bungalows will be supported.

**4.48** There is also a need to ensure that the needs of wheelchair users are met within the District. It is therefore essential that planning policy be provided to ensure that the needs of older people and wheelchair users are met over the Local Plan period. The Local Plan aims to give people more choice and control over where and how they live and receive care. Sites of 11 or more dwellings are therefore required to meet the optional Building Regulations Requirement M4(2): Category 2 (Accessible and Adaptable Dwellings). This threshold reflects the likelihood that the costs associated with such provision may make smaller developments unviable. Where this would result in only a part dwelling being provided, it is expected that the total requirements will be rounded up. 10% of market housing and 15% of affordable housing will be required to meet the optional Building Regulations Requirement M4(3): Category 3 (Wheelchair Users Dwellings) to meet the needs of wheelchair users in the District.

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19 [Independent Living Programme for Older People Position Statement October 2016.](#)

## Housing 4

### Policy H 10

#### Accessible and Adaptable Homes

Provision will be made for housing, including bungalows, that meets the needs of the ageing population and those with disabilities.

Housing designed specifically for older people should offer easy access to community facilities, services and frequent public transport, or where this is not possible facilities and services should be available on-site. Where possible schemes should be well-related and integrated with the wider neighbourhood. Subject to viability older people's housing developments should be designed in accordance with the HAPPI principles.

New housing must be designed and constructed in a way that enables it to be adapted to meet the changing needs of its occupants over time. For this reason the Council requires all new housing on sites of 11 or more dwellings (market and affordable) to meet the optional Building Regulations Requirement M4(2): Category 2 (Accessible and Adaptable Dwellings). 10% of market housing and 15% of affordable housing will be required to meet Category 3 (M4(3)) requirements (Wheelchair user dwellings).

Only where circumstances exist where it can be demonstrated by the applicant that it is not practically achievable or financially viable to deliver will new development be exempt from this policy.

#### Specialist Housing and Care Homes for Older and Vulnerable People

**4.49** Some people, such as the elderly or disabled, may need specialist housing provision, which is specially designed for their needs, and inline with the ten HAPPI principles. This can include extra care, sheltered and registered care homes for the elderly and disabled, as well as any other facilities for the homeless or those escaping violence. These uses generally fall within the C2 residential institutions or in some cases the C3 dwelling homes use class and this is determined usually by the amount of care available on site and whether the units are self-contained.

**4.50** Many of the considerations for specialist housing will be similar to those of general housing, and development will need to take into account all relevant policies in this plan, but each use will have specific needs. For example, elderly or disabled accommodation should provide storage and charging points for wheelchairs/mobility scooters; whilst those accommodating children should have appropriate indoor and outdoor play space. In all cases, residents are less likely to have access to a private vehicle and so the nearby provision of shops and services is essential, in addition to good public transport links for trips further afield.

## 4 Housing

### Policy H 11

#### Specialist Housing

**Specialist housing is defined as accommodation, which has been specifically designed and built to meet the needs of the elderly, disabled, young or vulnerable adults, and may include some elements of care and support for everyone who lives there.**

**Proposals for specialist housing will be permitted within development limits providing that all the following criteria are met:**

- 1. Everyday services that users would expect to access, such as shops and health services should be available on site or should be located close by and be able to be accessed by a range of transport modes;**
- 2. Parking should be provided in line with the Council's approved standards;**
- 3. There is an appropriate level of private amenity space to meet the needs of residents.**

**Sites beyond development limits will be favourably considered if in addition to the above criteria:**

- 4. The site adjoins a settlement;**
- 5. The setting of existing buildings, the natural and historic environment and the character of the area are protected;**
- 6. The development would not have an overbearing effect or cause disturbance to neighbouring properties; and**
- 7. There would be no material overlooking or overshadowing of neighbouring properties.**

#### Agricultural / Rural Workers' Dwellings

**4.51** The erection of a new dwelling for someone engaged in agriculture or rural activity who has to be available on the holding at all times is one instance where new buildings may exceptionally be permitted in the countryside.

**4.52** Applications for planning permission in such circumstances will need to demonstrate that the agricultural or rural enterprise or intention to engage in one is genuine and will be sustained for a reasonable period of time that is sufficient to warrant a dwelling in the countryside where it would not otherwise be permitted. Applications should include clear evidence that the proposed enterprise has been planned on a



## Housing 4

sound financial basis. It will also be necessary to establish that the enterprise needs one or more full time workers to be readily available at most times, for example to provide essential care to animals or processes at short notice and to deal quickly with emergencies that could cause serious loss of crops or produce.

**4.53** Such dwellings may be exceptionally permitted in open countryside only because of the needs of the enterprise. Before permission is granted there has to be a clearly established existing need.

**4.54** In these cases dwellings will normally be modest in size, in line with the function of providing appropriate care, and be related to the needs of the holding in terms of its scale. The test is a stringent one. The application must demonstrate that new residential accommodation is essential for the enterprise, and not just convenient.

## 4 Housing

### Policy H 12

#### **Agricultural/Rural Workers' Dwellings**

**An agricultural/rural workers' dwellings will be permitted if it meets the following criteria:**

- 1. the dwelling is essential for the proper functioning of the enterprise to enable one or more full time workers to be readily available at most times;**
- 2. the enterprise is economically viable to the extent that it can sustain the dwelling proposed;**
- 3. the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned;**
- 4. the size and location of the proposed dwelling is commensurate with the established functional requirements of the enterprise, rather than those of the owner or occupier; and**
- 5. the proposed dwelling should satisfy other planning requirements including access arrangements, energy efficiency, siting and impact on the countryside and flood risk.**

**In granting planning permission the Council will:**

- 6. make sure that the dwellings are kept available for meeting this need for as long as it exists; and**
- 7. remove the permitted development rights.**

**An occupancy condition restricting the occupancy of a dwelling to a person employed or last employed in agriculture or rural worker will not be removed unless the council is satisfied that:-**

- 8. the long term need for the dwelling has ceased; and**
- 9. there is no evidence of a continuing need for housing for persons employed or last employed in agriculture or other rural work in the locality**

## Employment 5

### Introduction

**5.1** In order to deliver the Local Plan objectives, the employment strategy aims to positively support the growth and location of businesses in the District, safeguard existing employment land where appropriate and allocate additional employment land at key locations as an integral part of garden communities and other areas of housing growth.

**5.2** Uttlesford falls within two Local Enterprise Partnership (LEP) areas which provide a context for the Council's employment strategy. The South East LEP and the Greater Cambridge/ Greater Peterborough LEP. The LEPs are essentially enabling bodies. The South East LEP seeks, as one of its stated objectives, to strengthen the rural economy and support the competitive advantage of the strategic growth locations within the LEP area, of which London Stansted Airport is one. The Greater Cambridge/Greater Peterborough LEP's priority areas are advocating and influencing improvements to transport infrastructure, enabling business led skills and improving the work readiness of the unemployed in target areas, promoting enterprise growth and innovation, improving international promotion and increasing inward investment.

**5.3** The Local Plan is linked to the council's Economic Development Strategy & Action Plan 2018-2021<sup>(20)</sup> which was approved by the council in February 2018. It has the following aims for the district.

**5.4** The central aim for this Economic Development Strategy is to deliver the Council's sustainable business growth priority. Where "sustainable business growth" means:

- More business start-ups;
- More businesses relocating into the district;
- More expansions of existing businesses;
- More local jobs for local people;
- Thriving town and village centres; and
- More people working from home and home based businesses.

**5.5** In addition to setting out work delivered by the Economic Development Team and many other teams across the Council, this strategy focuses on four areas:

1. Supporting the expansion and promotion of key sectors in the local economy. Initially this will be life sciences, research and innovation; the rural economy; and the visitor economy which includes the town centres;

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20 [Uttlesford Economic Development Strategy and Action Plan 2018-21 \(UDC, 2016\)](#). Available:  
Uttlesford%20Economic%20Development%20Strategy%20and%20Action%20

## 5 Employment

2. Maximise the local and regional opportunities that arise from the location at London Stansted Airport;
3. Establishing local economic strategies for each of the three proposed new garden communities in the district; and
4. Support the delivery and exploitation of high levels of connectivity including superfast broadband.

### Employment Land Requirements

**5.6** The policies in the Local Plan have had full regard to the Employment Land Review Update 2017. In planning terms, employment land usually refers to 'B Class' uses and includes:

- B1(a) - Offices;
- B1(b) - Research and Development;
- B1(c) - Light Industry;
- B2 - General Industry; and
- B8 - Storage and Distribution.

**5.7** The ELR considers the need for land and premises for employment uses falling within the categories of offices, manufacturing and warehousing and the Local Plan makes land provision for these uses. Other types of employment (e.g. health, education or retailing) will be provided in the District as part of the development which is planned, but these are not specifically provided for in employment policies contained in this section of the Local Plan.

**5.8** Research and Development (R&D) falls within the remit of the ELR study but it is not office space, manufacturing or warehousing. R&D is an especially important sector within London to Cambridge corridor, for example the Biosciences are a key part of this sector. Jobs that are provided in R&D (for instance at the Chesterford Research Park) will contribute to the total for the District. The future of economic development at Chesterford Research Park will be within the Research and Development use classes and associated activities and facilities. The Council will continue to monitor the development proposals and completions at the Research Park.

**5.9** Chesterford Research Park is a 100 hectare site 2.5 miles north of Saffron Walden. It is occupied by mostly B1 (b) R&D (Research & Development) use buildings set in an enclosed area of parkland on a hilltop location overlooking the Cam Valley around a former mansion which dates from around 1870. The Current Masterplan for Chesterford Research Park makes provision for an additional 35,300sqm (gross) of R&D floorspace with outline planning permission granted for 25,361sqm, with a further potential for

## Employment 5

approximately 92,900sqm on site. The current employment density is in the order of 35.5sqm. per worker. The additional 35,300sqm could be expected to provide over 900 jobs. Policy LtChe1 details the type of development proposals that would be considered acceptable at Chesterford Research Park.

**5.10** The nature of recent trends in employment space change indicate increases in the total amount of office and warehouse floorspace and a fall in the amount of manufacturing floorspace. This is a reflection of the picture both regionally and nationally. The ELR identifies the amount of employment land and floorspace needed during the Local Plan period and makes recommendations as to where it should be located within the District.

**5.11** The 'Economic Evidence to Support the Development of the Objectively Assessed Housing Need for West Essex and East Herts'<sup>(21)</sup> note provides forecasts which take account of the potential variations away from the 'baseline' forecast over and above the base line scenario found in the East of England Forecast Model (EEFM<sup>(22)</sup>); a 'medium' baseline scenario and a 'higher' baseline scenario. These two scenarios reflect the impact on employment in Uttlesford if growth scenarios at London Stansted Airport are realised.

**5.12** There is a total of 38 employment clusters in the District totalling 256 hectares in size consisting of B use class, non B-use and vacant sites. Applying plot ratios to the existing identified floorspace provides an estimate of 80.5ha of industrial land and 99,000sqm of office floorspace occupied in Uttlesford District<sup>(23)</sup>.

### Jobs Growth

**5.13** The October 2017 West Essex and East Hertfordshire Assessment of Employment Needs, assessed two potential growth options in relation to jobs growth in Uttlesford District over the Local Plan period at slightly higher levels than previous studies:

- Moderated Baseline Growth: Assumes 327 net additional jobs per annum. (JPA) in Uttlesford
- Preferred Scenario: Based on historic share of the total SHMA Area: Equating to 727 jobs per annum

**5.14** Based on the 727 JPA growth figure, it can be assumed that approximately 16,000 jobs will be provided over the Local Plan period. Of these, 1,500 jobs will be in office, manufacturing and warehousing over the Local Plan period.

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21 <http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5438&p=0>

22 East of England Forecasting Model 2014 <http://cambridgeshireinsight.org.uk/EEFM>

23 Tables 7.1 and 7.3, ELR 2017

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**5.15** The B-use class component of jobs growth is around 10% of the overall growth in Uttlesford District over the Local Plan period. The majority of jobs growth in the Local Plan period will therefore occur in non-B use class Employment uses (such as retail, education, services, etc).

**5.16** Using data from the Business Register & Employment Survey (BRES), for the period 2011-2016, Uttlesford District has consistently met the 665 JPA jobs target and therefore there is not an overall shortfall in the overall jobs target at the start of the Plan Period. Chart 1 indicates that despite a small dip between 2012-2013, there was strong recovery from 2013 to 2015. This consistency, provides a firm foundation for the estimated job growth estimations and employment land requirement calculations across the district in the local plan period.

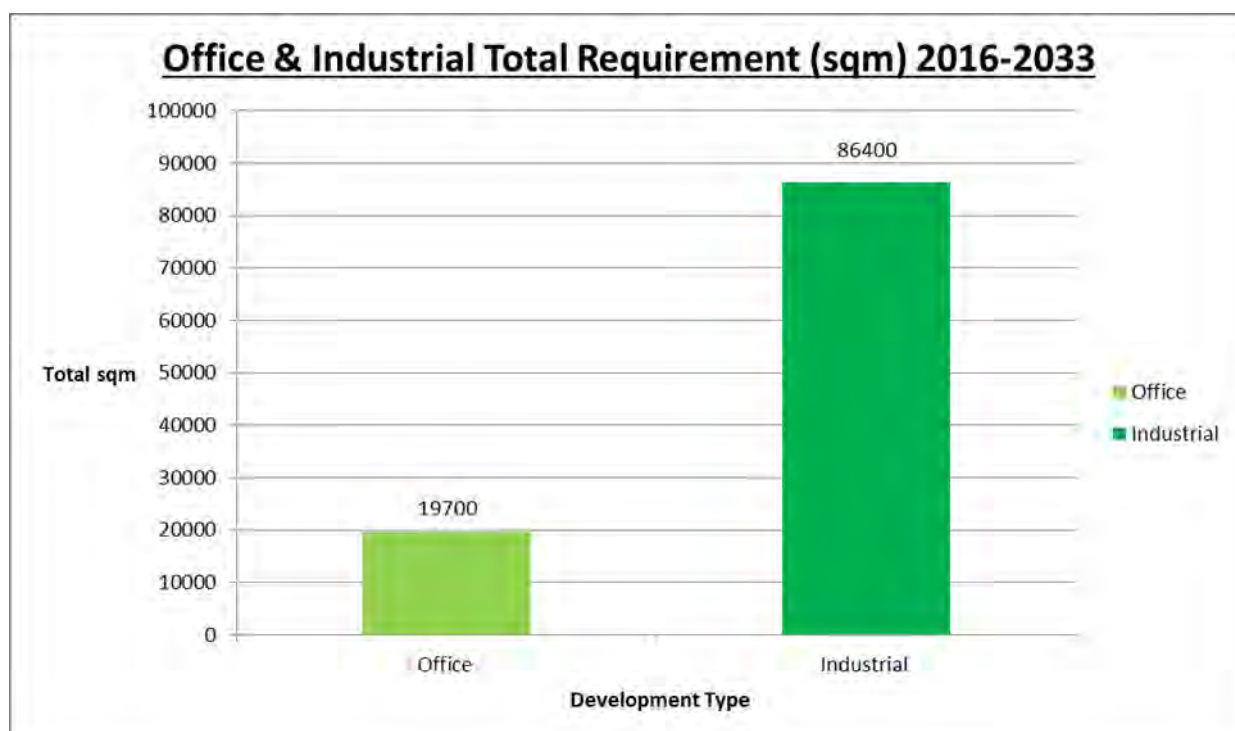
Chart 1



**5.17** Office Floorspace Requirements: The total land required in the plan period of 2016-2033 plan period is 2-5ha for office use (dependant on area density as Uttlesford contains a combination of rural and urban areas) and 22ha for industrial land. When combined with the plot ratio calculation, there is a net requirement for 19,700sqm of office space and 86,400sqm of industrial space as indicated in Chart 2.

Chart 2

## Employment 5



Office & Industrial Total Requirement (sqm) 2016 - 2033

### Employment Land Supply Allocations Delivery

**5.18** There is 49,000sqm of employment floorspace available at sites where planning permission is already in place. This further contributes to the portfolio of sites available to assist meeting the delivery targets of premises B1, B2 & B8 uses. Many of these sites will deliver new employment premises to meet short and medium term needs. Other sites will be delivered in the longer term ensuring that the district has a plentiful and sustainable supply of employment land for the plan period.

Office / Industrial Remaining Sites Final Total	Size m2
Office & Industrial	48,983

### BREAKDOWN

The following part of the:

(a) Office / Industrial Deliverable assumed within the **EARLY** part of the plan period.

Office / Industrial With Planning Permission – Estimated for Early Delivery	Size m2
Office	5,148
Industrial	15,874
Office Industrial	2,108
<b>SUBTOTAL</b>	<b>23,130</b>

(b) Office / Industrial Deliverable assumed within the **LATE** part of the plan period.



5 Employment

Office / Industrial With Planning Permission – Estimated for Late Delivery	Size m2
Office	14,424
Industrial	11,429
<b>SUBTOTAL</b>	<b>25,853</b>

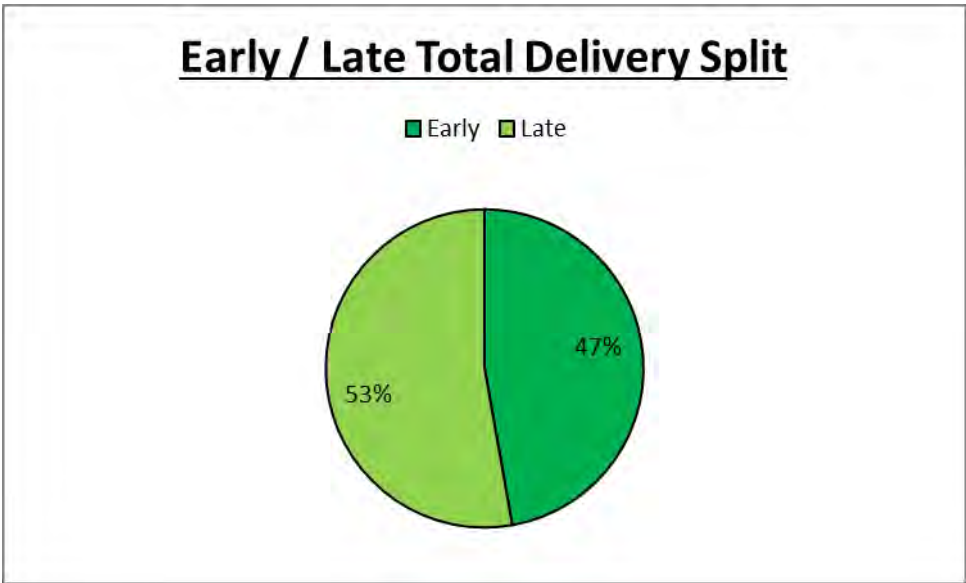
(a+b) Office / Industrial Split 2018-2033

Office / Industrial With Planning Permission Total	Size m2
Office	19,572
Industrial	27,303
Office / Industrial	2,108
<b>TOTAL</b>	<b>48,983</b>

**5.19** The council estimates that the midpoint of the plan period looking forward is around 2025. Working from this midpoint, it can be estimated how the 49,000sqm of employment land will be delivered over the plan period. However, inevitable variance in the economic climate will change the delivery rate to some extent, so the charts below are for indicative purposes only and are subject to change and additional sites coming forward to those already allocated.

**5.20** The total delivery split indicates that slightly more employment land will be delivered in the latter part of the plan period as shown in Chart 3. Chart 4 indicates that office space will more likely be delivered in the later part of the plan period and Chart 5 indicates that slightly more industrial space will be delivered in earlier on in the plan period.

Chart 3



Early / Late Total Delivery Split

**Employment 5**

Chart 4

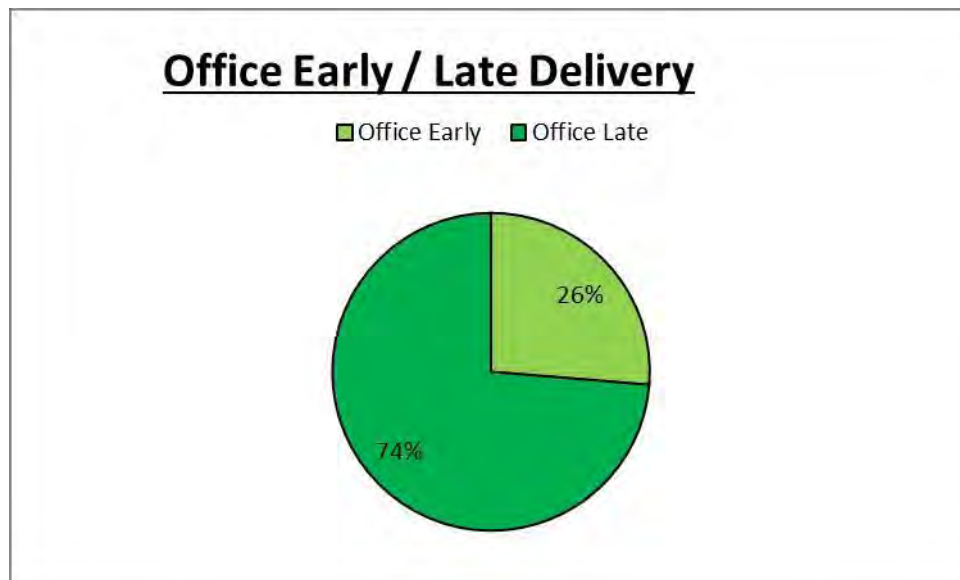


Chart 5



Industrial Early / Late Delivery

## 5 Employment

**5.21** There will be an additional 1,100 office jobs created between 2016 and 2033. Taking into consideration the jobs growth of office floorspace based on the 'medium' growth scenario, the ELR has calculated that 21,000 sq.m of additional office floorspace is required over the Local Plan period.

Office Floorspace	Medium Scenario
<b>Existing Provision</b>	
Total Stock of office Floorspace (Occupied + Vacant) 2016	99,000 sq.m
<b>Forecast Provision</b>	
Gross Requirement for office floorspace 2016-2031	120,000 sq.m
<b>Net Requirement</b>	
Forecast Provision - Existing Provision	21,000 sq.m
Source: ELR Table 7.1: Net additional Office Floorspace Requirements 2016-2033	

**5.22** As part of this, the ELR identified a demand for small-sized office units and affordable flexible business space. Equally, the ELR and Employment Land Monitoring published in October 2014<sup>(24)</sup> highlight the loss of B1a (office) floorspace as a result of permitted development rights. This is being driven by the demand for housing alongside high residential land values within the District. Permitted development rights allow for the conversion of B1a use class (office) to C3 use class (residential) without planning permission.

### Industrial Land Requirements

**5.23** The ELR groups 'warehousing' and 'manufacturing' (B1c, B2 and B8 Use Classes) into an 'Industrial' land requirement. Whilst there will be 700 additional jobs created in the warehousing sector during the Local Plan period, there is a loss of 700 jobs in the manufacturing sector over the same period. There is therefore no net jobs growth in the industrial sector over the Local Plan period.

**5.24** However, there is still a requirement to provide 10.2ha of 'industrial land' between 2016 and 2033 due to the demand for 'Industrial' land being driven primarily by B8 warehouse and distribution uses taking advantage of London Stansted Airport within the District and good strategic road connections in the south of the District (A120/M11 Corridor).

Industrial Land Use	Medium Scenario (ha)
<b>Existing Provision</b>	
Total Industrial Land (Occupied + Vacant) 2016	80.5
<b>Forecast Provision</b>	

24 Employment Land Monitoring (UDC, 2014). Available:  
<http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=2250&p=0>

## Employment 5

Industrial Land Use	Medium Scenario (ha)
Gross requirement for industrial land 2016-2031	90.7
<b>Net Requirement</b>	
Net requirement for industrial land 2016-2031	10.2
Source: ELR Table 7.3: Net Additional Industrial Land Requirement 2016-2033	

**5.25** An assessment of the prevailing situation in the local commercial market has highlighted the following issues:

- There is a surplus of vacant new warehousing space available at London Stansted Airport and little prospect of the un-used and under-used parts of the North Stansted Employment Area at the airport being brought into beneficial use in the early part of the Local Plan period. The southern ancillary area is reserved for airport related development only;
- There is an acute lack of modern office accommodation to meet the needs of Saffron Walden. Potential sites in and around the town are limited and rental values may mean development is not viable;
- There is a current surplus of industrial and particularly warehouse units in Saffron Walden, partly as a result of the recession and partly because of the difficulty of access to the M11;
- Most of the industrial estates in Great Dunmow appear to be thriving with high occupancy rates. A long standing employment allocation at land west of Chelmsford Road has consent for a mixed use scheme comprising 370 dwellings and 2.1ha of B1, B2 and B8 Employment Land; and
- There is an aspiration for “strategic” warehouse and distribution depots in locations with ready access to Junction 8 of the M11.

**5.26** The employment strategy for the key employment locations within the District will address these issues.

### Previous Completions

**5.27** The completions for the period 2011-16 have been taken into consideration when determining the final need period for the remaining Local Plan period 2016-33.

## 5 Employment

**5.28** Between April 2011 and April 2016, approximately 23,900 sq.m of B-use class employment floorspace has been developed in the district. This is broadly consistent with the annual requirement for B-use Class employment land over the same period.

### Opportunities within Existing ‘Clusters’ assessed in the ELR

**5.29** There are a number of opportunities within existing employment sites within the district, either through intensification of uses or limited expansion of these sites. The re-development of the Ridgeons site at Ashdon Road, Saffron Walden is a primary example of further intensification on an existing employment site.

**5.30** There are a total of 38 ‘safeguarded’ employment sites located in the district, with some of the sites having further potential to redevelop the sites whilst with others there is no potential for further redevelopment or intensification. Appendix 6 of the Local Plan provides a schedule of existing employment sites in the district.

**5.31** All of the 33 sites identified in the Employment Land Monitoring document of October 2014<sup>(25)</sup> are designated as ‘safeguarded employment sites’ under Policy EMP1. Redevelopment and intensification for employment uses on site will be supported where the need can be demonstrated for their intensification and expansion. These sites will be retained for Employment use as described under Policy EMP1.

**5.32** Policies are also contained in the Local Plan which will allow the change of use of redundant agricultural buildings to employment uses in order to provide more employment in rural areas.

### Existing Commitments

**5.33** The latest available monitoring data (April 2016) demonstrates that there is approximately 49,000 sq.m of commitments in the district. These vary from larger sites such as the development at Start Hill to smaller scale office developments. These existing commitments will make a contribution towards meeting the overall level of Employment need in the District over the Local Plan period, although further allocations are required to meet the overall employment requirement.

### Saffron Walden

**5.34** The nature of recent trends in employment space changes indicates increases in the total amount of office and warehouse floorspace and a fall in the amount of manufacturing floorspace. This is a reflection of the picture both regionally and nationally. The ELR identifies the amount of employment land and floorspace needed during the Local Plan period and makes recommendations as to where it should be located within the District.

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25 Uttlesford District Council Land Monitoring Document October (UDC 2014) Available: <http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=2250&p=0>

## Employment 5

### Great Dunmow

**5.35** A 20ha mixed use scheme to the west of Chelmsford Road, Great Dunmow (UTT/13/1684/OP) has recently been granted planning permission for 370 dwellings and 2.1ha of B1, B2 and B8 Employment space.

### Gaunts End, Elsenham

**5.36** Planning permission has recently been granted for a substantial B1 (a) office development next to the established industrial estate in this location (Trisail Towers). This prestigious office development has the potential to bring substantial economic benefits and is likely to attract further investment.

### Start Hill, Great Hallingbury

**5.37** The existing site at Start Hill is close to, and has good access to the M11 at junction 8.

**5.38** An extension to the east of the existing site has recently been completed. This comprises 6no units which provides a mix of B1, B2 and B8 uses totalling around 1ha.

### Proposed Sites for Additional Employment Allocations

**5.39** Whilst existing commitments in the district will make a substantive contribution towards the overall employment requirement over the Local Plan period, in order to meet the overall employment need there is a requirement to allocate additional employment sites within the District.

### Garden Communities

**5.40** The three new Garden Communities will each deliver a range of B-use class employment opportunities on site. Other employment opportunities such as educational, healthcare, retail and community uses, as part of a comprehensive development to support self-containment as far as possible will also be provided. In accordance with TCPA guidelines, Garden Communities will have a wide range of local jobs within easy commuting distance from homes. The exact scale and nature of the employment opportunities will be determined through the masterplanning of each new Garden Community.

### London Stansted Airport (North Stansted Employment Area)

**5.41** A site is allocated for approximately 55ha of B1/B2/B8 employment use.

### Chesterford Research Park

**5.42** The development of the Chesterford Research Park is progressing in accordance with the masterplan approved by the Council, albeit at a slower rate than originally anticipated. It provides research and development space and ancillary office accommodation. Current estimates are that completion will take 12-15 years. There is

## 5 Employment

potential to expand the site to accommodate future requirements for R & D floorspace and associated activities and facilities, and develop links to the new garden community at North Uttlesford.

### Other Employment Issues

**5.43** In addition to the locational requirements above, Policy SP4 seeks to address other needs in order to facilitate business growth and development within the District.

### Training

**5.44** The Sustainable Community Strategy identified that many businesses have difficulty recruiting people with certain skills. Where these shortages relate to modern skills such as IT training, it should be possible to identify them and address the problem. This would help to provide a local workforce better suited to the needs of modern businesses, making the District a more attractive location for them. It could also facilitate higher income levels than might otherwise be achieved by the workforce locally and reduce the level of out-commuting. Stansted Airport is also developing as a centre of Further Education within Uttlesford. A new Further Education College will open on the Airport site in autumn 2018. This college will run courses in aviation and business services, engineering and aircraft maintenance and hospitality, retail and events management. These will offer opportunities for local people to improve their career prospects.

**5.45** Notwithstanding the difficulties identified by the sustainable communities strategy with recruiting people with modern skills such as IT Training, this should not detract from measures needed to support traditional industry sectors such as construction and engineering.

### Electronic Infrastructure

**5.46** Modern day technology and business requirements are such that, in order to be able to function and compete in the business marketplace, businesses need ready access to the internet and to be able to access it speedily. This effectively means access to superfast broadband; Uttlesford however is a rural District and significant parts of it have either slow or traditional broadband coverage, as the only option is satellite broadband or radio broadband, the former which tends to be slow and expensive and can be affected by poor atmospheric conditions.

**5.47** The Council is aware of the potential importance of broadband to the local economy, particularly in rural areas and has therefore provided financial assistance to a company to deliver a radio broadband service for businesses and residents in the District by way of additional transmitters. With radio broadband only physical obstructions such as tall buildings or tall trees could affect the signal. The Council will also continue to work with Essex County Council in relation to its strategic roll-out programme for superfast broadband across Essex.

**5.48** Further information on broadband provision over the Local Plan period can be found in Policy INF3.



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**5.49** Such infrastructure will also facilitate greater opportunities for people to work from home which will both benefit the local economy and have the potential to reduce the levels of commuting.

### **Sustainable Work Practices**

**5.50** The policies in the Local Plan support alternative work practices which reduce the need to travel, including working from home.

### **Tourism**

**5.51** Uttlesford has a high quality built heritage and rural environment with over 3,700 Listed Buildings and 36 Conservation Areas. The location of London Stansted within the District provides an international gateway for tourism and it is important to support and develop the tourism business opportunities within the District. Further information can be found in Section 6 (Retail).

## 5 Employment

### Policy EMP 1

#### Employment Strategy

To accommodate new employment opportunities in the District, the Council will:

1. Support B-use, Non B-use and complimentary sui generis use class employment opportunities at the three new Garden Communities at Easton Park, West of Braintree and North Uttlesford;
2. Support general business, industrial and warehousing uses (other than those which constitute 'strategic warehousing') on 55 hectares of land in the North Stansted Employment Area;
3. Support and protect the provision of airport related commercial uses within the airport boundary as set out in Policy SP11;
4. Enable and support the further development of Research and Development space and associated activities and facilities at Chesterford Research Park as specified in Section 13 (Non Residential Allocations). The development of this site could include a research institute;
5. The existing Principal Employment Areas set out in Appendix 6 as shown on the Policies Map shall be protected for B1, B2, B8 or complimentary sui generis uses. Once developed, strategic allocations containing B1, B2, B8 or complimentary sui generis uses are safeguarded as Principal Employment Areas. Changes of use or redevelopment within the employment areas and sites which would result in a loss of floorspace for economic development uses will be resisted;
6. Existing employment sites which are considered to be no longer suited to these uses, and which will be made available for other purposes, are identified in the Allocations Policies;
7. The Council will seek to mitigate any adverse effects upon any businesses displaced as a consequence. The planning reasons which may warrant the release of other land currently occupied by offices, factories or warehousing will be identified in the Development Management Policies;
8. The manner in which proposals for locating non-employment uses on existing industrial estates will be assessed is set out in Policy EMP2;
9. The Council will work with education providers and business representatives to encourage the provision of educational and vocational training courses which match the skills required by new and emerging businesses;

## Employment 5

10. The Council will support the provision of small scale office units to accommodate the needs of small sized businesses including 'incubator' and 'grow on space'; and
11. The Council will continue to work with key stakeholders and providers to improve access to high speed and next generation information technology infrastructure across the District throughout the Local Plan period by supporting, enabling and, where necessary and practical, assisting its provision.

### Existing Employment Areas

**5.52** Existing and proposed employment areas which are to be retained in these uses are identified on the Proposals Map. The policy also sets out the requirements that would have to be met in order to warrant making an exception to the policy of retention and permitting changes of use to non-employment uses. The policy recognises that there is a significant amount of employment in complimentary sui-generis uses, e.g. builders merchants which should be protected as part of the overall employment strategy.

### Policy EMP 2

#### Existing and Proposed Employment Areas

Existing and proposed employment areas identified as such on the policies map will be safeguarded for offices, warehouses, industrial and complementary 'sui generis' uses. Planning permission will only be granted for the change of use or redevelopment or extension of sites or premises in these areas for uses other than those identified above in exceptional circumstances where either criterion a) is met or criteria b) and c) are met:

- a) The proposed use provides an essential community benefit which demonstrably cannot be located elsewhere within the area it serves;
- b) The proposed use would not conflict with any existing or potential other employment uses in the employment area in terms of environmental, traffic generation or any other planning matters; and
- c) Where the applicant is able to provide demonstrable proof that the employment use is no longer viable. The non-viability of employment uses would need to be proven by a marketing and an independent assessment in accordance with the requirements set out in Appendix 5.

### Non-Estate Employment Uses

## 5 Employment

**5.53** A significant number of employment uses in the District are not on industrial estates, which reflects the predominantly rural and dispersed nature of the District. Examples include factories or storage depots in residential areas or situated along main road frontages in towns and villages. Such uses may be relatively small or quite large and make an important contribution to the local economy so it is desirable that they be retained if at all possible. But such uses may come under considerable pressure for redevelopment and a change of use, usually to housing, which realises an enhanced land value. Whilst such pressure will be resisted in the interests of the local economy, there will be certain instances where an exception to this rule is warranted. The following policy sets out the overall approach to such uses and the circumstances in which such exceptions may be acceptable.

### Policy EMP 3

#### Non-Estate Employment Uses

**Employment sites located outside the identified employment areas but within development limits should be retained for employment use. Exceptions to this may be permitted where the applicant is able to provide demonstrable proof that the employment use is no longer viable.**

**The non-viability of employment uses would need to be proven either by marketing or an independent assessment in accordance with the requirements set out in Appendix 5.**

#### Rural Economy

**5.54** Rural areas play an important role in the economy of Uttlesford. Protecting employment sites and providing new employment opportunities in the rural areas can help prevent the decline of traditional rural employment and address the issue of increased out-commuting. The role of existing employment areas is recognised and these should be retained in accordance with Policy EMP1.

## Employment 5

### Policy EMP 4

#### Rural Economy

Proposals which sustain and enhance the rural economy by creating and/ or safeguarding businesses and jobs will be supported where they are of an appropriate scale to their location, protect the environmental quality and character of the rural area and protect the best and most versatile agricultural land (Grades 1, 2 and 3a). The following types of development are considered to be acceptable:

1. Schemes for farm diversification involving small-scale business and commercial development that contribute to the operation and viability of the farm holding;
2. Small-scale tourism proposals, including visitor accommodation;
3. Proposals that recognise the economic benefits of the natural and historic environment as an asset to be valued, conserved and enhanced;
4. The expansion of businesses in their existing locations dependant upon the nature of the activities involved and provided the development does not conflict with other policies in the Local Plan;
5. Small scale employment development to meet local needs;
6. The use of land for agriculture, forestry and equestrian activity;

The re-use of rural buildings will be supported provided that; and

7. The redevelopment of a rural building does not lead to the conversion of annexes and buildings into separate dwellings.

## 6 Retail

### Introduction

**6.1** The retail strategy is to provide a broad range of retail and other facilities in the town centres, maintain their roles and enhance the historic nature of the town centres which attracts people to visit them. The Uttlesford Retail Study (May 2018) <sup>(26)</sup> underpins the approach identifying when retail needs arise and how these can be met sustainably without harm to the town centres. The study notes that new facilities have recently come forward, although opportunities remain to improve the retail offer. These opportunities will exist where proposals meet convenience needs and some comparison needs locally minimising travel outside the District. Policies in the Local Plan will seek to protect the character of the towns and villages so that they continue to provide an attractive environment which encourages people to visit them.

**6.2** The District's two main towns are Saffron Walden and Great Dunmow, both traditional market towns while Stansted Mountfitchet and Thaxted provide local centres. All the centres benefit from the tourist offer of the District. The Uttlesford Economic Development Strategy (2018-2021) <sup>(27)</sup> puts in place a focused strategy and measures to assist its centres including identifying funding opportunities and support for town teams. Saffron Walden and Great Dunmow centres each have town teams while Stansted Mountfitchet local centre has an Economic Development Working Group. The Great Dunmow Neighbourhood Plan 2016 was made on 8 December 2016 and includes policies on protecting and enhancing Great Dunmow town centre

**6.3** Saffron Walden is the largest town in the District serving an extensive rural hinterland with the widest range of shops and facilities. The town centre also has a significant supporting services sector closely related to tourism. It has a Waitrose supermarket in the town centre with Tesco and Aldi stores outside the centre of the town. There is a Homebase store and Ridgeons, a builder's merchant on the edge of the town. Granite Retail Park, Thaxted Road, has permission for retail warehouses and a garden centre.

**6.4** Great Dunmow is an important focus for residents who live in the southern part of the District. It has a smaller range of shops and services in the town centre including a small Co-operative store and a Tesco supermarket outside the centre of the town.

**6.5** The Saffron Walden and Great Dunmow food superstores capture nearly all the main food-shopping spend in the District. Saffron Walden attracts a significant proportion of expenditure on comparison spend albeit for lower order goods. This offer is however under pressure from larger centres especially Cambridge and Chelmsford. Great Dunmow has a much smaller comparison retail offer that only extends locally.

**6.6** Stansted Mountfitchet is the third largest retail centre in the District. It has a much more limited range of shops, including a Tesco Express and a Co-operative store in the local centre but because it is so close to Bishop's Stortford most residents from this part of the District will shop there for anything other than basic day to day shopping.

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26 <https://www.uttlesford.gov.uk/article/4126/Retail>

27 [Uttlesford Economic Development Strategy And Action Plan 2018 – 21.](#)

## Retail 6

Thaxted offers a limited variety of retail uses. Thaxted's primary function is to provide a service to the local population as well as tourists. Weekly street markets are held in Saffron Walden, Great Dunmow and Thaxted.

**6.7** Outside the main centres retailing is limited and the range of facilities varies from village to village, some only have a pub, others may have a shop and/ or a post office. In some villages there is a broader range of facilities. There continue to be losses due to economic circumstances, change of use etc. Village services remain important to the vitality of local communities and the Local Plan seeks to address the loss of village services where possible.

**6.8** There is a range of fashion and other outlets landside at London Stansted Airport but this is unlikely to represent a realistic shopping destination for most people.

**6.9** Outside the District key centres like Cambridge, Chelmsford and Harlow and the smaller centres of Braintree, Haverhill and Bishop's Stortford provide a much wider range of shops, services and recreational opportunities and there is a loss of expenditure to these nearby centres.

### Retail Strategy

**6.10** The Uttlesford Retail Study (May 2018) provides an up to date assessment of retail. In relation to the main centres the key issues are as follows.

### Saffron Walden

**6.11** Vacancy rates in the town generally remain relatively low, which would suggest that Saffron Walden is a healthy town centre.

**6.12** In Saffron Walden there is a case for providing some additional comparison floorspace (clothes, shoes, furniture, electrical goods) given interest from retailers to secure representation in the town and from customers for expanded and improved facilities. Two Development Opportunity Sites are proposed within the town centre to facilitate new development and redevelopment for retail and other town centre uses. Planning permission has been granted for 2,973 sq.m of retail warehousing at Thaxted Road Granite Retail Park. The need for further comparison retail outside the town centre will need to be carefully considered in the light of impacts on vitality and viability of the Town Centre.

**6.13** In relation to convenience floorspace (food and drink) new food retail facilities have recently opened including an Aldi superstore and a Tesco Metro improving the retail offer of the town. The retail study shows this additional floorspace has increased the number of residents shopping locally, reduced unnecessary travel, and encouraged walking. Further new convenience floorspace should be provided in line with Policy RET1 and should take into account identified need and impact on the town centre.



## 6 Retail

### Great Dunmow

**6.14** Evidence suggests that it would be unreasonable to plan for any significant additional comparison floorspace in Great Dunmow. A small Opportunity Site is proposed incorporating the post office sorting yard and the Council's depot off New Street and potentially the parking area to the rear of 48 High Street. The Council recognises land ownership and configuration issues on the site but equally its value to town centre expansion encouraging additional town centre uses and presence of a local town team in helping support proposals. In terms of convenience floorspace planning permission exists for 1,400sqm of additional floorspace to allow for a medium sized main trader as part of the existing permission for the Chelmsford Road. Further new convenience floorspace should be provided in line with Policy RET1 and should take into account identified need and impact on the town centre.

### Stansted Mountfitchet

**6.15** Stansted Mountfitchet is primarily a convenience shopping centre. A Development Opportunity Site is proposed to the east of Cambridge Road incorporating Crafton Green to enable the provision of additional town centre uses.

### New Garden Communities

**6.16** New local centres will be key to providing for the day-to-day needs of the new garden communities. These new local centres will provide top-up shopping and access to services and facilities as well as social interaction. These local centres will be particularly important for people who are less able to travel to the towns within Uttlesford as well as the larger towns and cities beyond Uttlesford. Masterplanning will address these issues in line with a town centre first approach as set out in Policy RET1 below. It is important that these local centres ultimately provide the type and range of retail and commercial uses necessary to serve and support the new communities.

## Retail 6

### Policy RET 1

#### Town and Local Centres

New retail, employment, leisure and cultural uses will be supported and focused in the town and local centres as defined on the Policies Map.

Taking into account the Council's Retail Study 2018 and any subsequent update to that Retail Study during the Local Plan Period, new retail floorspace will be supported where it is directly consistent with identified need.

To ensure the vitality and viability of Uttlesford's existing town and local centres the location and scale of development will need to be consistent with the following hierarchy with larger scale development focused on the town centres:

#### 1. Town Centres

- a. Saffron Walden
- b. Great Dunmow

#### 2. Local Centres

- a. Stansted Mountfitchet
- b. Thaxted

#### 3. Proposed Local Centres

- a. North Uttlesford Garden Community
- b. Easton Park Garden Community
- c. West of Braintree Garden Community

Convenience floorspace capacity arises by 2033 for a small to medium sized foodstore in Saffron Walden and a large sized foodstore in Great Dunmow.

There is capacity for additional comparison floorspace in Saffron Walden by 2026, amounting to 5,000 sq.m (net). There is no capacity in Great Dunmow for comparison floorspace by 2026.

The type and scale of retail development within the new garden communities should be commensurate with their scale and will be determined through the masterplanning process for each garden community.

The presumption therefore is that new retail development is first provided in the existing town centres with a preference to preserve their vitality and viability. However, retail in the Garden Community Local Centres is important to achieving the garden city principles.

## 6 Retail

### The Location and Impact of New Retail Development

**6.17** In accordance with Paragraph 24 of the National Planning Policy Framework (NPPF), the District Council will apply a sequential test to applications for main town centre uses. The main town centre uses, as defined in the NPPF, should be located in the town centre, then in edge of centre locations, and only if suitable sites are not available, should out of centre locations be considered. When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the town centre. The District Council and the applicant will demonstrate flexibility on issues such as format and scale. In accordance with the NPPF the District Council will also require an impact assessment to be submitted with proposals that exceed 1,000 sqm (net).

#### Policy RET 2

##### The Location and Impact of New Retail Development

**Any proposals for retail and other town centre uses outside the defined town and local centres or other sites allocated for those uses must demonstrate compliance with the impact and the sequential tests in the National Planning Policy Framework. A Retail Impact Assessment must accompany proposals that exceed 1,000 sq.m (net) in Uttlesford district.**

### Town and Local Centres

**6.18** The town centres of Saffron Walden and Great Dunmow and the local centres of Thaxted and Stansted are identified on the Policies Map. Retail uses in Stansted are split between two locations – Cambridge Road and Lower Street and Policy RET2 will apply to both. For the purposes of this policy, town centre uses are defined under the NPPF as including retail, leisure, commercial, office, tourism, culture, community and residential development needed in towns. The Town and Local Centres include Primary and Secondary Shopping Frontages. The Primary Shopping Frontages are the retail 'core' of the centre where the majority of footfall and activity occurs. These are the main shopping streets which attract the most shoppers and therefore the District Council wishes to retain Class A1 shops along these streets. The secondary shopping frontages extend from the primary shopping frontages to the edge of the town or local centre and provide a mix of town centre uses, such as restaurants, commercial services and leisure facilities, which provide a supporting role for the centre as a whole. The District Council will expect details of the marketing to be submitted with any application for the change of use of ground floor units along the primary shopping frontages to non-A1 class uses including associated town centre uses/food and drink. The requirements for marketing are set out in Appendix 5. This will be subject to the current permitted development rights and prior approvals system.

## Retail 6

**6.19** Residential uses can add to the vitality of the town centre and the District Council will support the change of use of upper floors to residential within the centres. Mixed schemes on development sites could also include a residential element but the Council would expect to see town centre uses at ground floor level on the street frontage.

**6.20** Tourism is an important economic activity in all centres as a result of visitor attractions like Audley End House on the edge of Saffron Walden, the Guildhall in Thaxted and the Castle in Stansted Mountfitchet. Events such as the Music Festival and Morris Weekend in Thaxted also attract significant numbers of visitors. Development which supports this tourism function like art galleries, craft workshops, cafés, and bed and breakfast accommodation would be appropriate development within the centres.

### Policy RET 3

#### Town and Local Centres and Shopping Frontages

**Along Primary Shopping Frontages as identified on the Policies Map, change of use (that require planning permission) of the ground floor to non-A1 uses will only be permitted if the applicant is able to demonstrate that the unit is not viable as an A1 shop use. The change of ground floor uses (see the definition in the NPPF) to uses falling outside the definition will only be permitted if the applicant is able to demonstrate that the unit is not viable as a main town centre use. The non-viability of the unit would need to be proven by marketing and an independent assessment in accordance with the requirements set out in Appendix 5.**

**Along Secondary Shopping Frontages as identified on the Policies Map change of use of A1 shop units to town centre uses of retail, leisure, office and other main town centre uses will be permitted. The change of ground floor uses from main town centre uses (see the definition in the NPPF) to uses falling outside that definition will only be permitted if the applicant is able to demonstrate that the unit is not viable as a main town centre use. The non-viability of the unit would need to be proven by marketing and an independent assessment in accordance with the requirements set out in Appendix 5.**

**Along both Primary and Secondary Shopping Frontages change of use to residential will be allowed on upper floors. Mixed use schemes with a residential element will be appropriate within the town and local centres. Development that would contribute to the tourism function within these centres will be supported where it conserves or enhances the character of the townscape.**

#### Loss of Shops and Other Facilities

**6.21** Within the towns, but outside the designated town and local centres and in the villages, individual shops, small parades of shops and other facilities like public houses, places of worship, village halls and health services provision are important to the local communities they serve. Some villages also have specialist outlets like antique shops,

## 6 Retail

garden centres and restaurants which may contribute to the tourism economy. There have been continued losses of services in recent years through conversion to other uses, mainly housing. It is important to recognise that some facilities perform a number of functions and their closure could result in a significant loss to the community and more travel as a result, e.g. rooms in pubs or places of worship used by local groups as meeting rooms, children's nurseries etc.

**6.22** The District Council is generally unable to prevent the loss of these facilities unless planning permission is required e.g. for a change of use/subject to Permitted Development (PD) rights. Where planning permission is required the Council will apply the tests in Policy RET3 below. Applicants will be required to demonstrate that the use is no longer viable. The requirements for marketing etc. are set out in Appendix 5. It is important that communities make good use of local facilities to make a sound case for refusing changes of use. The policy below will apply to all services and facilities. Facilities which the community feels are important to their social well-being can be listed as Assets of Community Value. Where these facilities are listed as an Asset of Community Value additional requirements apply as set out in Appendix 5.

### Policy RET 4

#### Loss of Shops and Other Facilities

**Beyond the defined Town and Local Centres change of use (that require planning permission) of shops and other community facilities including those identified in the list of Assets of Community Value will only be permitted where the applicant can demonstrate that:**

- 1. There is no significant demand for the facility within the catchment area;**
- 2. The facility is not financially viable;**
- 3. The marketing criteria in Appendix 5 has been met; and**
- 4. Equivalent facilities in terms of their nature and accessibility are available or would be made available nearby.**

#### New Shops in Rural Areas

**6.23** In villages where there is interest in opening a new shop the District Council will allow provision outside development limits where no sites are available within the development limits, providing the chosen site is next to the village, residents can walk to the new shop and the scale of the new shop would be in keeping with its location. Applicants will be expected to define the catchment area which the new shop is intended to serve. If there are existing shops within this catchment area applicants will need to submit a report with the application showing what the likely impact (if any) will be on these existing businesses. The District Council will encourage community run schemes

## Retail 6

and schemes which provide a mix of facilities which might include a shop, post office, meeting rooms, internet access and possibly local transport hub, e.g. for community run transport schemes, and interchange for cyclists to use public transport. This policy does not relate to settlements which have a Town or Local Centre as identified on the Policies Map.

### Policy RET 5

#### **New Shops in Rural Areas**

**For settlements where a Town or Local Centre is not identified, planning permission will be granted for new shops on sites beyond development limits where all the following criteria are met:**

- 1. The proposal is of a size compatible with the catchment area it is intended to serve;**
- 2. The site is well related to the village and has the potential to reduce the need for travel by car;**
- 3. There would be no adverse impact on existing shops within the catchment area;**
- 4. There would be no adverse impact on the character and amenity of the area including visual intrusion, noise and traffic generation; and**
- 5. There are no suitable alternative sites within development limits.**

## 7 Transport

### Introduction - test text added

**7.1** Transport is a key issue in the District with above average long distance car commuting and impacts on strategic and local transport infrastructure. There are also noticeable strategic and local congestion hotspots around the District, for example Junction 8 of the M11 and Saffron Walden that has an Air Quality Management Area (AQMA).

**7.2** The Uttlesford District Council Transport Study 2017 provides an up to date evidence base to inform the overall approach to transport in the District. The study sets out a sustainable approach to travel in the District based on:

- Implementing national and local transport policies to encourage sustainable travel;
- Traffic impact of different scenarios, patterns of growth and accessibility; and
- Impact on strategic infrastructure and measures needed.

**7.3** Account has been taken of development in other districts and the Local Transport Plans for Essex, Cambridgeshire and Hertfordshire County Councils.

**7.4** The study shows that even with no Local Plan development congestion increases due to:

- Committed developments within the District and adjacent Districts; and
- Attractiveness of distant employment locations by car.

**7.5** It is important that the pattern of Local Plan growth minimises the need to travel and offers the best opportunities for sustainable transport modes. Saffron Walden and Great Dunmow both provide key services to a wide rural hinterland but have constraints to how much further growth can be accommodated especially the former. New garden communities have therefore been identified along with some growth in towns and villages to provide a sustainable pattern of growth and minimise the need to travel. However, it is acknowledged the bridleway network is fragmented with opportunities for improvement including non-motorised multi-user paths. For sustainable travel modes the Study found:

- Average rail use with most use on rail corridors;
- Low bus use and bus services that are challenging to operate on a commercial basis with most services centred on London Stansted Airport, Saffron Walden and Great Dunmow;
- Low cycle use and limited cycling infrastructure but with some planned improvement including Saffron Walden and the Flitch Way; and
- Walking mode share reasonably high with a well-connected network in the towns.



## Transport 7

**7.6** The UDC Transport Study notes the opportunities for more rail use including access to rail in the Garden Community accessibility criteria.

**7.7** The work builds on the Uttlesford Cycling Strategy 2014 <sup>(28)</sup> and the 2018 draft that has guided development and infrastructure provision in the plan. This includes cycling measures that would provide a core network in Saffron Walden and improve cycling on the A120 corridor.

**7.8** The UDC Transport Study and the Saffron Walden Transport Assessment 2013/14 [Updated 2017] <sup>(29)</sup> consider the more detailed impacts of development on the transport network including the towns of Saffron Walden and Great Dunmow. For Saffron Walden it identifies an alternative to the present cross town route along B1052 London Road/ B1053 Radwinter Road/ B184 Thaxted Road route, thus providing increased opportunities for traffic to avoid the town centre. Measures to divert traffic from the centre will help to reduce vehicular pollution and manage air quality in the AQMA. However, the eastern link road that was originally envisaged is now challenging to deliver. Some elements of the strategy, such as Peaslands Road corridor, do remain beneficial measures.

**7.9** The update in 2017 explains that more traffic would be expected on an eastern link that would make the Lindens site unsuitable for that purpose anticipated in the 2014 work. A number of other options were tested involving an eastern link but in each case unacceptable traffic impacts were found.

**7.10** The update also indicates that without a link road development on part of the Kier site (150 dwellings) Land East of Thaxted Road would have acceptable impacts. This location complements the specific measures that will be delivered from existing Section 106 contributions and relevant future Section 106 contributions. A transport assessment and air quality assessment would be required to confirm these assumptions as part of the planning application process. Beyond this scale of development more sophisticated traffic modelling would be required. The scale and cost of further work is beyond the current round of plan making and will be a matter for a Local Plan review. As a result, the County Council and the Council are exploring ways of looking at longer term growth via a separate Saffron Walden Town Transport Study that would inform a future review of the Local Plan.

**7.11** The Transport Study found that the new garden communities at North Uttlesford, Easton Park and West of Braintree have the least traffic impact, the best accessibility and have the most potential for sustainable transport compared with other alternatives. Impacts on the Strategic Road Network, including that outside the District, is considered including the need for a proportionate approach to improvements.

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28 [Uttlesford Cycling Strategy \(ECC, 2014\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=4625 &p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=4625 &p=0)

29 [Uttlesford Local Plan Transport Study Addendum Report \(2017\)](#)

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**7.12** Car ownership in the District is high. In a rural District like Uttlesford where many people live in smaller settlements and facilities are concentrated in centres outside of the District and in Saffron Walden, Great Dunmow and the larger villages the strategy needs to provide access to alternative modes of travel while at the same time recognising that the car will continue to play an essential role in the daily lives of most residents. Equally the use of active sustainable travel modes varies greatly across the District. The District Transport Study Technical Notes (2017)<sup>(30)</sup> highlights that on average for travel to work 11% is by active mode of which 91% is walking. However 22% is by active modes in Saffron Walden 13% in Great Dunmow with 5% in most villages and less in more isolated parts of the district. Walking is by far the most popular active travel mode. Cycling is however more popular for recreational use.

**7.13** Areas for growth are identified where people will have the best access to facilities and the opportunity to make best use of public transport. The Council will work with developers, the bus and rail operators and Essex County Council to ensure that existing services are improved in terms of frequency, penetration and timetable information and that public transport provides a realistic and convenient form of travel for residents which is self-sustaining in the long term.

**7.14** New development should be linked to existing services and facilities including workplaces, schools, town centres, greenspaces and the countryside beyond by well designed, attractive and safe cycle and pedestrian routes. Where segregated paths cannot be delivered due to, for example funding or land availability multi user paths will be encouraged for pedestrians, cyclists, and where appropriate horse riders in consultation with the British Horse Society.

**7.15** The Flitch Way is a linear country park which runs east west through the District along the old railway line from Hatfield Forest to Braintree. The Flitch Way is, for the majority of its length, a Bridleway where walking, cycling and horse riding is allowed. The park provides safe, off road, cycling and walking for most of its length but there is a gap in the old railway through Great Dunmow and cyclists and walkers have to find an alternative route through the town. Cyclists are expected to cycle along the B1256 through the High Street and down Chelmsford Road. The walkers' route is along Highfield and down Chelmsford Road. The Council will work with the developers of sites to the west and south of Great Dunmow and other partners like Great Dunmow Town Council, Essex County Council and the Flitch Way Action Group to develop quieter, more attractive routes for walking and cycling to link the two parts of the Flitch Way.

### Modal Shift

**7.16** The dominant mode of travel in Uttlesford is the car. Travel to work is heavily car based at 71% of trips, with journeys by train and by foot around 10% each, and levels of cycling and bus journey are negligible. The existing modal share reflects the predominantly rural nature of the district with a disperse pattern of small settlements, relatively long journey distances precluding walking and cycling and limited sustainable travel infrastructure. The Local Plan will ensure that developments that generate

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30 [Uttlesford Transport Study - Technical Notes \(2017\)](#)

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significant movement such as the new garden communities are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The new garden communities will be required to deliver a mix of uses and key facilities such as employment, education and retail within walking distance of most residential properties to minimise the need to travel. Change in travel mode will be delivered through planning conditions and travel monitoring in accordance with Local Plan policies. Given the predominantly rural characteristics of the district, aspirations for the future level of use of sustainable modes need to be realistic and achievable. Essex County Council's Guidance Notes for a Residential Travel Plan identifies targets between a 5% and 10% reduction in single occupancy car use over a set period. Alternatively, where baseline data is already considered to be at a reasonable level, it may be accepted that the target should aim to maintain the baseline. For employment ECC targets 3-5% reduction in drive alone commuting. For Garden Communities a more ambitious shift away from single occupancy vehicle trip is required to reduce the impact on the highway network. Travel plans must be supported by a robust series of measures, infrastructure, incentives and penalties to ensure delivery.

### Travel Plans

**7.17** Applications for major new development sites will be required to submit clear proposals in a travel plan for reducing travel to work by car, for Garden Communities such plans should address a step change in non-car use including the masterplan process. Demand responsive travel options like taxi buses and car pools will be supported and the Council will continue to work in partnership to provide community transport schemes like Uttlesford Community Travel which provides transport for people who, through age, disability or rural isolation find it difficult to access public transport.

**7.18** As part of the travel planning process developers will be required to provide a Travel Plan Coordinator and make financial contributions for the annual monitoring of travel plan performance against agreed targets for an agreed time period following occupation of the development. In addition, bond payments will also be sought to cover the provision of supplementary sustainable travel infrastructure and measures in the event that agreed targets are not met. The detailed content of Travel Plans will be site specific and will need to be agreed with the highway and planning authorities at the planning application stage but generally set out the process for monitoring future travel behaviour and the site-specific strategies and measures to influence modal choice with a view to reducing dependency upon the private car. Developers will be required to fund (via S106 Agreements) measures and/ or infrastructure improvements required to mitigate the direct transport impacts of developments. This will include funding for items such as Smarter Choices as set out below.

**7.19** Travel Plans should address the following:

- Encourage the use of alternative modes of transport to the private car and better manage private car usage in order to reduce environmental impacts for all journeys associated with the proposed development;

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- Include 'smarter choices' (e.g. car sharing, car clubs, teleworking, teleconferencing, home shopping, electric vehicle infrastructure, etc) to help change the way people travel;
- Deliver long-term commitments to changing travel habits by minimising the percentage of single occupancy car journeys associated with the proposal and maximising the proportion of trips made by public transport and community vehicles, by car share, on foot and by cycle;
- Identify and achieve the support of stakeholders for the Travel Plan and encourage a sustainable transport culture, which will develop and grow with time;
- To educate residents and employees regarding the health benefits of walking and cycling;
- To seek to reduce traffic generated by development to a lower level of car trips than would occur without the implementation of a Travel Plan; and
- Promote healthy lifestyles and vibrant communities.

**7.20** Applications should comply with the current Essex County Council Highways Development Management Policies (ECC, 2011)<sup>(31)</sup> and Essex Parking Standards Design and Good Practice (ECC 2009).<sup>(32)</sup> Applications also need to take account of Essex Design Guide, Developer Guide to Infrastructure Contributions, Public Rights of Way Guide and Bus Strategy documents.

**7.21** Passenger transport arrangements outlined at a high level in the transport evidence done in conjunction with ECC will be pursued further in more detailed Transport Assessments accompanying the planning application for the Garden Communities.

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31 [Essex County Council Highways Development Management Policies \(ECC, 2011\).](#)

32 [Essex Parking Standards Design and Good Practice \(ECC, 2009\).](#)

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### Policy TA 1

#### Accessible Development

Development and transport planning will be co-ordinated to reduce the need to travel by car, increase public transport use, cycling and walking and improve accessibility and safety in the District while accepting the rural nature of the District. The overall need to travel (especially by car) to meet the day to day service needs will be minimised. Development proposals will be located in close proximity to services and make use of sustainable forms of travel (walking, cycling and public transport) to fulfil day to day travel needs as a first requirement. To achieve this:

1. The capacity of the access to the main road network and the capacity of the road network itself must be capable of accommodating the development safely and without causing severe congestion;
2. Development will maintain or improve road safety and take account of the needs of all users, including mobility impaired users;
3. New development should be located where it can be linked to services and facilities by a range of transport options including safe and well designed footpaths and cycle networks, public transport and the private car;
4. Development should be located where it can provide safe, attractive, direct walking and cycling routes between new developments and schools / other community infrastructure, together with appropriate design for these new facilities that encourages and delivers sustainable travel;
5. Existing rights of way, cycling and equestrian routes (designated and non-designated routes and, where there is evidence of regular public usage, informal provision) will be protected and, should diversion prove unavoidable, provide suitable, appealing replacement routes to equal or enhanced standards ensuring provision for the long-term maintenance of any of the above;
6. A Transport Assessment will be required on all developments creating significant impact on the highway to assess the impact and potential mitigation required; and
7. Appropriate and safe networks, as defined by the Essex Local Transport Plan, will be provided to allow for increasingly independent travel by vulnerable road users to allow such individuals to provide for their own travel needs.

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### Policy TA2 - Sustainable Transport

Sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into the wider community and existing networks. Priority should be given to cycle and pedestrian movements and access to public transport. Development proposals should provide appropriate provision to maximise modal shift potential for all the following transport modes:

1. **Pedestrian (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network. Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer appropriate routes for walking, cycling, horse riders and recreational opportunities;**
2. **Cycling, through safe design and layout of routes integrated into the new development and contributing towards the development and enhancement of the cycle network and provision of secure cycle parking and where appropriate, changing and shower facilities;**
3. **Public transport, through measures that will improve and support public transport and provide new public transport routes;**
4. **Community transport, through measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes;**
5. **Servicing, refuse and emergency vehicles where viable and practical; and**
6. **Facilities for charging plug-in and other ultra-low emission vehicles (see Policy TA3 below)**

### Electric Charging Provision in Development

**7.22** Although rural in character the District suffers from traffic congestion and air pollution. Saffron Walden has an Air Quality Management Area (AQMA) with an Air Quality Action Plan. This Plan encourages new development to deliver high standards of sustainable design. Opportunities to minimise the adverse impacts on the environment by all development should be encouraged, especially where they minimise impacts on air quality. The Office for Low Emission Vehicles (OLEV) have set out a UK strategy to ensure that by 2050 nearly every new vehicle purchased in the UK will be an ultra-low emission vehicle. Pure electric and plug-in hybrid vehicles are therefore anticipated to take an increasing share of the new car and van market over the next 40 years. The Government's new air quality plan says it will end the sale of all "conventional petrol



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and diesel cars” by 2040. The car industry anticipate that the uptake will increase rapidly before then with further measures rolled out under the Automated and Electric Vehicles Bill. The use of electric vehicles is an important measure in reducing emissions locally with provision of necessary infrastructure essential. It is important therefore that new development seeks to encourage continued growth and respond to such change.

**7.23** Paragraph 35 of the National Planning Policy Framework (NPPF) states that developments should be ‘designed where practical to incorporate facilities for charging and plug-in and other ultra-low emission vehicles’. Planning policies should sustain compliance with, and contribute towards, EU limit values and national objectives for pollutants, taking account of Air Quality Management Areas and the cumulative impacts on air quality from individual sites (paragraph 124, NPPF).

**7.24** In order to promote a greater role for plug-in vehicles the Council will support development proposals which seek to encourage the use of electric vehicles. To assist understanding on how this could be achieved in new development the table below sets out how infrastructure could be provided in new development. For flatted development a minimum provision is needed to ensure access to charging facilities. This would normally be 10% subject to demand. If demand is limited, provision should take the form of future proofing measures such as appropriate wiring.



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### Policy TA 2

#### Provision of Electric Charging Points

The following provision of charging points will be required:

Provision of Charging Points/ Parking Bays in New Development (including Conversions)	
Houses	One charging point per house with garage or driveway
Flats (≤50 units)	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling (subject to minimum provision as above).
Flats (>50 units)	Further dedicated charging bays totalling 2% of the total provision.
Other Development (≤50 Bays)	One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays)	Further dedicated charging bays totalling 2% of the total provision.
Phasing	Standard provision (as set out above) could be supplemented by the installation of groundwork/ passive wiring at the commencement of development in order to enable further installation to match demand.

It should be noted that where charging facilities are shared (for example through the development of flats) that any provision of infrastructure should also include arrangements for the future operation and maintenance of the facility.

In addition for new flat schemes need to provide future proofing measures, such as appropriate wiring (i.e. wired ready to fit) to ensure that demand for electric vehicles can be met as this increases over time.

#### Vehicle Parking Standards

**7.25** A realistic approach is needed. Many communities within the District do not have access to regular and frequent public transport and using the car is the only practical way of getting to work, accessing services and making leisure trips. Car ownership levels are relatively high and limiting parking within residential development will not necessarily discourage car ownership and is more likely to displace parking onto the

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road and/or encourage parking on pavements, verges etc which detracts from the street scene and can be an obstruction to buses, waste collection and emergency vehicles and cause problems for pedestrians, particularly those with limited mobility. It is important that adequate car parking is provided in new developments. The Council approved the Essex County Council document "Parking Standards, Design and Good Practice" in January 2010 with further amendments in February 2013 for use in development management and parking provision for new development will be expected to meet these or any other standards approved by the Council.

### Policy TA 3

#### Vehicle Parking Standards

**Development will be permitted where the number, design, location, size and layout of vehicle parking spaces proposed is appropriate for the use and location, as set out in relevant parking standards approved by the Council. If the proposal is a use for which there is no relevant approved standard the applicant will be required to demonstrate that the number of parking spaces being provided is appropriate for the use and location.**

**7.26** The District requires improvements in transport infrastructure to cope with the impacts of growth. The strategic elements of these are listed in the above studies and are summarised below.

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### Policy TA 4

#### New Transport Infrastructure or Measures

The provision of new or enhanced transport infrastructure and initiatives will be pursued and implemented in partnership with the relevant transport providers. Developer funding for or provision of highway and transportation works and measures will be sought as appropriate. The following measures have been identified and others will come forward through assessment of specific sites.

#### Walking and Cycling Improvements

1. Wenden Road Cycle Route Scheme - Saffron Walden to Audley End station cycle route improvements were delivered in 2015.
2. Great Chesterford to Saffron Walden Cycle Route Scheme: with the aim of connecting Saffron Walden via Littlebury to Great Chesterford and then on to Hinxton providing a link to cycle routes to Cambridge.
3. Flitch Way Improvements – New walking and cycling connections planned south of Great Dunmow.
4. M11 Junction 8 – Walking and cycling routes and crossing facilities to be incorporated as part of planned junction improvement scheme to improve connectivity for these modes.
5. Schemes within the Essex Cycling Strategy and Uttlesford Cycling Strategy.

#### Rapid Transit Corridors

6. Support sustainable transportation connectivity between Braintree – Great Dunmow, Stansted Airport and Bishop's Stortford. Support connectivity to Cambridge from the north of the district.

#### Rail Improvements

7. West Anglia Mainline - Cambridge to Stansted Improvements:– Greater Anglia recently secured new long-term franchise to operate services. New rolling stock to increase capacity of existing services into London, limited additional services (although outside of peak periods), Wifi and customer service enhancements will be introduced. Improved accessibility for and to rail stations that will serve new developments including cycle parking in those developments (Policy TA4), cycle and pedestrian routes and bus infrastructure.
8. Braintree Branch line - Cressing Loop:- Network Rail has accepted the need for a passing loop at Cressing to allow two trains to pass on the single line thereby doubling service capacity between Braintree and

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London. Work is expected to commence during Control Period 6 (2019 to 2024). An additional passing loop north of Witham station is also included in Control Period 6 investment.

### Strategic Highway Improvements

9. Essex County Council in conjunction with Highways England produced a short to medium term improvement to increase traffic capacity at M11 Junction 8. A scheme is planned for joint funding by Highways England's Growth & Housing Fund and the Local Economic Partnership. A preliminary scheme has been approved by Highways England for further detailed business case assessment. A longer term major improvement is also being developed by the Essex and Hertfordshire County Councils with Highways England for a Road Infrastructure Strategy bid. ECC have produced and validated a sophisticated traffic model to test options from which a scheme can be derived.
10. Cambridgeshire County Council are currently undertaking a detailed Study of the A505 regards future improvements.

### Local Highway Improvements

11. The District Council will continue to work with Essex County Council to deliver transport measures in Saffron Walden to support movement across town and more sustainable travel behaviour especially to provide opportunities for traffic to avoid the centre.
12. New developments will be assessed for their impacts on the network and where necessary, capacity, safety and enhancements to transport provision will be required from the developer to mitigate the impact on the network or linking to the network, this may include schemes within the Uttlesford Transport Study.

## 8 Infrastructure

### Introduction

**8.1** Making sure that development is supported by the necessary community facilities, utilities and transport infrastructure is essential to creating sustainable communities. The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. The definition of infrastructure is outlined in Section 216(2) of the Planning Act 2008 (as amended) and NPPF Annex 2. Key infrastructure is summarised below - this is not an exhaustive list:

- Physical infrastructure: Transport; utilities; water; and waste.
- Social infrastructure: Schools and other educational facilities; health; social well-being and emergency services; and community (including libraries, allotments and community halls).
- Green infrastructure: 'Designed landscapes' (including Country Parks) and natural/semi-natural green space.

**8.2** This section of the Local Plan provides the overarching framework for the delivery of infrastructure to support growth in Uttlesford and specific infrastructure policies for: open space and sport, health and well-being, and electronic communications. Other sections of this Local Plan include policies that set out requirements for specific types of infrastructure including transport and the environment.

**8.3** A combination of funding sources will be sought to bring forward the infrastructure required to support the implementation of this spatial strategy. The Council will work closely with infrastructure and service providers and other relevant partners including Essex County Council, Highways England, the West Essex Clinical Commissioning Group and NHS England to identify infrastructure needs and to make sure that those needs are met. It is important to identify viable solutions to delivering infrastructure, where appropriate through the use of phasing conditions, interim measures and the provision of co-located or multi-use facilities. The Council will have regard to studies such as the Open Space, Sports Facility Development Strategy (2016)<sup>(33)</sup>, the Playing Pitch Strategy (2012)<sup>(34)</sup>, detailed Water Cycle Study,<sup>(35)</sup> Infrastructure Delivery Plan (2017)<sup>(36)</sup>, and the Local Plan Highway Study (2014)<sup>(37)</sup> which identify infrastructure needs. A detailed Water Cycle Study (WCS) has been carried out for the Anglian Area finding that NUGC and West of Braintree are acceptable with no phasing restrictions

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33 [Sports Facilities Development Strategy \(PLC, 2016\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5608&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5608&p=0)

34 [Open Space, Sport Facility and Playing Pitch Strategy \(The Landscape Partnership, 2012\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=1718&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=1718&p=0)

35 [Water Cycle Study \(Arcadis, 2017 and 2018 Available at https://www.uttlesford.gov.uk/article/4121/Infrastructure](https://www.uttlesford.gov.uk/article/4121/Infrastructure)

36 [Infrastructure Development Plan \(Troy Planning, 2017\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7052&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7052&p=0)

37 [Highway Impact Assessment \(ECC, 2014\). Available: https://www.uttlesford.gov.uk/article/4125/Transport](https://www.uttlesford.gov.uk/article/4125/Transport)

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necessary. For the Thames Area (Easton Park) viable solutions have been identified going forward. In considering the potential requirements from development on ECC services and infrastructure reference should be made to the ECC Developer's Guide to Infrastructure Contributions (2016)<sup>(38)</sup> or amended versions.

**8.4** Policy INF1 below sets out the broad requirements for the delivery of infrastructure to support development. The site allocation policies set out requirements for individual sites. Some infrastructure may need to be delivered by a number of sites. Phasing of development will need to be considered to take account of infrastructure. Some infrastructure will have benefits for residents beyond the development site such as off-site highway junction improvements; new sewerage treatment works; open space and sports facilities. Some infrastructure such as school halls, libraries and playing fields can be used by the wider community. Infrastructure will be funded through developer contributions payable by developers towards on and off-site infrastructure provision and through other funding sources including service providers and Government funding, where available. The Council will consider the potential for one or more local delivery vehicle/s to be established to assist with the delivery of the new garden communities including the related infrastructure.

**8.5** In assessing new infrastructure requirements, developers are encouraged to provide evidence as to whether existing infrastructure can be used more efficiently, and/ or whether the impact of development can be reduced through promoting behavioural change.

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38 [The Essex County Council Developers' Guide to Infrastructure Contributions \(2016\).](#)

## 8 Infrastructure

### Policy INF 1

#### Infrastructure Delivery

Development must take account of the needs of new and existing populations. It must be supported by the timely delivery of infrastructure, services and facilities necessary to meet the needs arising from the development. This is particularly important for the new garden communities.

Each development must address physical, community, social and green infrastructure.

In assessing capacity, developers will provide evidence as to whether existing infrastructure can be used more efficiently, or whether the impact of development can be reduced through promoting behavioural change.

Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal in a timely manner. It must further demonstrate that such required capacity will prove sustainable over time physically and financially.

A combination of funding sources will be sought to deliver the infrastructure required to deliver the spatial strategy. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Council and the appropriate infrastructure provider. Such measures include (but not exclusively):

1. Financial contributions towards new or expanded facilities/their maintenance;
2. Direct provision or construction of new provision;
3. Off-site capacity improvement works; and/or
4. The provision of land.

Developers and land owners must work positively with the Council, neighbouring authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with their published policies and guidance.

Planning obligations and phasing conditions will be required where necessary to ensure that development meets the principles of this policy.

The council may consider introducing a Community Infrastructure Levy (CIL) and would implement such for areas and/or development types where a viable charging schedule would best mitigate the impacts of growth. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL.



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**For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in the glossary appended to this Plan.**

**Exceptions to this policy will only be considered whereby:**

- 5. It is proven that the benefit of the development proceeding without full mitigation outweighs the collective harm;**
- 6. A fully transparent open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and land owner receipt necessary for the development to proceed;**
- 7. Full and thorough investigation has been undertaken to find innovative solutions to issues and all possible steps have been taken to minimise the residual level of unmitigated impacts; and**
- 8. Obligations are entered into by the developer that provide for review at appropriate interval(s) and appropriate additional mitigation in the event that viability improves prior to completion of the development.**

### **Protection, Enhancement and Provision of Open Space, Sports Facilities and Playing Pitches**

**8.6** The protection, enhancement and provision of recreational public open space, indoor and outdoor sports facilities and playing pitches can contribute to healthy and active lifestyles. Making sure there is enough recreational open space and indoor and outdoor sports facilities meet current needs and the additional requirements arising from any new development is one of the key aims of the Local Plan. The needs of the District have been assessed in the Uttlesford Open Space, Sport Facility and Playing Pitch Strategy (2012) and the Sports Facilities Development Strategy (2016) which has identified a deficiency in the amount of public open space and the number of playing pitches, sports facilities and allotments. The Council has commissioned a Sports Facilities and Recreation Strategy (incorporating a Playing Pitch Strategy) which will be completed in April 2019.

**8.7** The 2012 strategy found that there are only three public parks and gardens within Uttlesford - Bridge End Gardens, Jubilee Gardens and The Common. These are all in Saffron Walden. The District also contains a number of natural & semi natural green spaces, and amenity green spaces. Most settlements are within 400 metres of an amenity greenspace. There is an irregular pattern of natural and semi-natural greenspace across the District and there is a poor level of provision in many parishes. There is a dispersed pattern of provision for children and young people and the majority of parishes contain at least one play area. A large proportion of the District is within 4 kilometres of the nearest allotment site. There are areas in the north-west, north-east and small areas along the south-east and south-west boundaries of the District which have no allotment provision. There is also a deficiency of allotments around Takeley and the Priors Green development.

## 8 Infrastructure

**8.8** To meet the needs of the current and projected increase in population arising from the development, additional sports facilities are required as set out in the most up to date Strategy and open space standards

**8.9** Policy INF2 below is concerned with protecting and enhancing the playing fields, open spaces, allotments and sports facilities which already exist and making sure that enough amenities and facilities are provided in the future. The policy protects not only facilities which are still in active use but also those which are not in active use, for example due to ownership. It also applies to development that would prejudice the use of land as playing fields, open space, allotments or sports facilities.

**8.10** Planning permission will only be granted for a development or a change of use of existing open space, sports and recreational buildings and land including playing fields when it can be demonstrated that the land or buildings are surplus to requirements, or where equivalent or better replacement facilities are provided. The Sports Strategy will be used to determine whether a site or facility is surplus to assessed need. In the absence of an up to date Sports Strategy a robust assessment of local need for the local catchment will need to be submitted demonstrating that there is a surplus to the requirements in a locality and the catchment of the facility and that the site has no special significance to sport or recreation.

**8.11** If replacement facilities are proposed these must be at least as good as those lost in terms of location, quantity, quality and management arrangements. They must also be made available before development of the existing site begins.

**8.12** New residential development will need to provide formal and informal play space and sports facilities which meet open space standards and sports facilities (Indoor and outdoor) as set out in the Sports Strategy. All provision needs to be in an accessible location to the users.

**8.13** The provision of open space, sports facilities and playing pitches should be considered in consultation with the local community. This should include the approach to the ownership and maintenance of the open space and facilities in the longer term to ensure they remain viable and continue to meet their intended function. In addition, formal and informal green space should be provided in new development and existing areas maintained and where possible improved. Where possible green spaces should be linked to each other and to the countryside beyond development boundaries to maximise biodiversity benefits. Exceptionally open space can be provided within floodplains and can assist in minimising flooding of more vulnerable developments.

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### Policy INF 2

#### **Protection, Enhancement and Provision of Open Space, Sports Facilities and Playing Pitches**

Existing facilities for recreation, sport and play together with formal and informal open space will be safeguarded and enhanced.

Development will only be permitted if it would not involve the loss of open space for recreation, including allotments, playing pitches or sports facilities, except if:

- a. An up to date Sports Strategy or an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b. Replacement facilities will be provided of an equivalent or better provision in terms of quality and quantity and in a suitable locations, to serve the needs of the area; and which will be made available before development of the existing site begins; or
- c. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- d. In the case of school and college grounds, the loss through development may be permitted where the development meets a demonstrable educational need and protects playing fields in accordance with Sport England policy

Uttlesford District Council has, working with Sport England, commissioned a Sports Strategy. Development proposals will take into account the findings of this study and provide new sports facilities in line with the recommendations from this study.

Where the Sports Strategy identifies a community need which can be met through existing school and college sports facilities, this will be encouraged.

In accordance with the most up to date Sport Strategy new development will be required to make appropriate on-site provision or financial contributions to off-site provision of indoor and outdoor sports facilities.

Unless specified in the relevant site allocation policy, publicly accessible open space or improvement to existing accessible open space provision will be in accordance with the following standards. Financial support for the continued maintenance of the facility will be secured by planning obligation.

## 8 Infrastructure

Open Space Requirements			
Type of Provision	Level of Provision (Square metres per person)	Threshold for On-Site Provision	Threshold for Off-Site Provision
Amenity Greenspace	10	All development of 10 dwellings or over	All developments under 10 dwellings and development of 10 dwellings or over where on-site provision is not possible
Provision for children and young people (LAPS, LEAPS and NEAPS)	2	All development of 10 dwellings or over	All development under 10 dwellings and development of 10 dwellings or over where on-site provision is not possible
Allotments	2	All development of 10 dwellings or over	All development under 10 dwellings and where on-site provision is not possible.

### Health and Well-being

**8.14** A person's health and well-being is inextricably linked to socio-economic and environmental factors such as the quality, accessibility and sustainability of the physical environment. The way in which an area is planned and managed can have a significant impact on an individual's quality of life, health and well-being.

**8.15** The Council is committed to improving the health of its communities, as highlighted within the Corporate Plan 2018-2022. The Council has prepared the Uttlesford Health and Wellbeing Strategy 2017-22.<sup>(39)</sup> A healthy community is a good place to grow up and grow old. It is one which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and, where appropriate, encourage:

39 [Uttlesford Health and Wellbeing Strategy \(2017-22\)](https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6953&p=0)  
Available:<https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6953&p=0>

## Infrastructure 8

- Active healthy lifestyles that are made easy through the pattern of development, good urban design, good access to local services and facilities; green open space and safe places for active play and food growing, and is accessible by walking and cycling and public transport.
- The creation of healthy living environments for people of all ages which supports social interaction. It meets the needs of children and young people to grow and develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.

**8.16** Public Health England's Health Profile for the District, which was updated in 2016<sup>(40)</sup>, indicates a rise in levels of overweight and obesity. More than half of adults living in Uttlesford are either overweight or obese, which is attributable to a range of factors, including low levels of physical activity, and access and availability of unhealthy and energy dense foods, including hot food takeaways. This trend is similarly correlated with increasing levels among children.

**8.17** The Foresight Obesity System Atlas (2007)<sup>(41)</sup> indicates that physical activity can be categorised as recreational, domestic, occupational and as a means of transportation; the more opportunities there are to be active in each of these categories, the more likely it is for activity to occur. Furthermore, the exposure, abundance, convenience and energy density of food offerings similarly contributes to the wider determinants of overweight and obesity.

**8.18** In 2008, the Children's Food Trust produced a 'temptation town' measure of the ratio of 'junk food' outlets (including hot food takeaways and confectionery shops) to secondary schools. Whilst temptation to eat fast food is only partly influenced by the availability and accessibility of fast food outlets, it may also be influenced by other factors which influence eating behaviour, such as advertising, marketing, economics, and peer group pressure. Nevertheless, reports indicate that some takeaways located near schools may target school children by selling foods within their price range and offer special deals.

**8.19** The Council and its partners will create opportunities to provide safe, healthy, active lifestyles by requiring a Health Impact Assessment (HIA) to seek contributions towards new or enhanced provision of infrastructure, ensuring developments are designed to encourage safe walking and cycling, and provide consciously-designed open space, sport, recreational facilities and services and facilities to create opportunities and reduce barriers associated with healthy living.

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40 [Uttlesford's Health Profile \(Public Health England, 2016\).](#)

41 [Tackling Obesities: Future Choices- Obesity System Atlas \(Foresight, 2007\).](#)

## 8 Infrastructure

**8.20** Healthy living can be promoted through the design of a development and the facilities provided. Most new housing developments and large scale non-residential developments will have a potential impact on the capacity of health services and facilities that are provided in the District. Some types of development, e.g. residential care homes, are likely to place higher demands on local health services. The extent of these impacts needs to be assessed to make sure that an adequate level of health and other related services is provided for new development and the community as a whole.

**8.21** The Council will liaise with the West Essex Clinical Commissioning Group or any successor body when assessing the scope and scale of likely impacts and the nature of mitigation required.

**8.22** Development and infrastructure which supports the improvement of physical and mental health in the Uttlesford District is strongly encouraged. On strategic sites, the Council, developers, health care providers and other relevant partners will work in partnership to integrate planning, transport, housing, environmental and health provision to promote healthy lifestyles and support and enhance health care provision.

**8.23** The Council will request a HIA to be prepared where appropriate to accompany new development proposals in accordance with the advice and best practice for such assessments as published by the Department of Health and other agencies, such as the West Essex Clinical Commissioning Group and other NHS organisations across Essex. Negative impacts should be avoided and the opportunities for positive impacts to be maximised should be factored in early to the design stages of development, where applicable.

**8.24** The Council will require a HIA to be prepared for all Use Class A5 developments – Hot Food Takeaways. Subject to the findings of the HIA restrictions may need to be applied through conditions to proposals of new hot food takeaways within 200 metres of primary or secondary schools in order to reduce exposure to energy dense foods and promote the health and well-being of school pupils. Hours of opening may be limited to after 5 pm on school days and lunch time opening may only be permitted where schools within 200 metres do not allow pupils to freely leave the school premises during lunch breaks.

## Infrastructure 8

### Policy INF 3

#### Health Impact Assessments

New developments which are designed, constructed and managed in ways that improve health and promote healthy lifestyles and help to reduce health inequalities in the District will be supported.

The following development proposals should undertake a Health Impact Assessment (HIA):

1. Residential development (Class C3) proposals of more than of 50 units;
2. Non-residential development of more than 1,000 sqm;
3. Residential care homes and nursing homes (Class C2);
4. Hot food takeaways (Class A5); and
5. Any application requiring an EIA due to the incorporation of Human Health and Populations from May 2017.

The HIA should set out the impact on health and well-being resulting from a proposal and any demands that are placed on the capacity of health facilities arising from the development.

Where significant impacts are identified, planning permission will be granted where infrastructure provision and/ or funding to meet the health service requirements of the development is provided and/ or secured by planning obligations.

The Council will require HIAs to be prepared in accordance with the advice and best practice for such assessments as published by the Department of Health, Public Health and other agencies, such as the West Essex Clinical Commissioning Group and other NHS organisations across Essex.

Restrictions may need to be applied through appropriate planning conditions to reduce any negative impacts occurring in relation to hot food takeaways (Class A5) subject to HIA findings.

Early discussion with the Planning team is strongly advised around any HIA. Advice and guidance is available from Public Health and other Health Partners on these.

#### High Quality Communications Infrastructure

**8.25** Advanced, high quality communications infrastructure such as ultrafast broadband and mobile communication supports sustainable growth. This type of infrastructure



## 8 Infrastructure

has evolved considerably and forms an important part of a communities' access to services and facilities. It also can assist businesses to remain competitive, attract new companies to an area and promote flexible ways of working and living. This is particularly important in a largely rural area such as Uttlesford.

**8.26** Upgrades to existing and new communications infrastructure, including ultrafast broadband and mobile communication will be strongly supported, including masts, buildings and other related structures, to harness the opportunities arising from new high quality communications.

**8.27** Superfast and ultrafast broadband consists wholly or partially of optical fibre elements and can be referred to as 'fibre-based' broadband. The technology for broadband is constantly developing. The best and most up to date broadband infrastructure should be used in new developments.

**8.28** The Government has committed to improving broadband access. As part of this commitment the Superfast Essex Programme aims to extend the fibre broadband network as far as possible in Essex. The objectives of the programme are to ensure that at least 2Mb/s download speed is available across Essex and to achieve 'superfast' speeds of 24 Mb/s or more where possible. The Programme aims to extend superfast broadband coverage to 97 percent of the County by 2020. The superfast broadband target for Uttlesford is that 95% of business premises should be able to access fibre based superfast broadband by the end of 2019.

**8.29** The purpose of Policy INF4 below is to ensure that new developments are provided with superfast broadband but it is recognised that due to the District's rural nature there will be some properties and areas where it may be uneconomic to provide superfast broadband via fibre to serve small numbers of properties. In these circumstances, alternative technologies to provide broadband such as fixed wireless technology or radio broadband should be considered.

## Infrastructure 8

### Policy INF 4

#### High Quality Communications Infrastructure and Superfast Broadband

New development proposals should demonstrate that they are served by up to date communications infrastructure. As a minimum, new proposals should be directly served by up to date superfast broadband.

All new dwellings and non-residential buildings must be served by a superfast broadband<sup>(42)</sup> connection, installed on an open access basis. Where this service is fibre based it is anticipated that it will be directly accessed from the nearest BT exchange and threaded through resistant tubing to enable easy access to the fibre for future repair, replacement or upgrading, unless the applicant can demonstrate that this would not be possible, practical or economically viable. In those cases, the developer will ensure that a superfast broadband service is made available via an alternative technology provider, such as fixed wireless or radio broadband.

Applications for new or the expansion of existing communications infrastructure (including telecommunications and superfast broadband) are supported subject to the following criteria:

1. Opportunities for sharing sites and/ or combining the proposal with existing or committed masts, buildings or related structures have been explored.
2. The proposal has been sympathetically designed, sited, landscaped and camouflaged to minimise its visual impact on the surrounding area.
3. The proposal has been designed to minimise disruption should the need for maintenance, adaption or future upgrades arise.
4. The proposal meets International Commission guidelines.<sup>(43)</sup>

The Council will support investment in high quality communications infrastructure and superfast broadband, including community based networks, particularly where alternative technologies need to be used due to the rural nature of Uttlesford.

42 As new versions of broadband (such as Ultrafast) become available, provision must be made for the best possible speed and using the latest technology

43 The International Commission on Non-Ionising Radiation Protection is an independent organisation which provides scientific advice and guidance on the health and environmental effects of non-ionising radiation to protect people and the environment. More information is available here:  
<http://www.icnirp.org/en/home/index.html>

## 9 Design and Construction

### Introduction

**9.1** The achievement of high quality design is a core principle of the NPPF. It states that ‘good design is indivisible from good planning’. The importance of design of the built environment and its contribution to making better places for people is emphasised.

**9.2** Good design has a major role in contributing to the quality of life. Good design goes beyond the look of buildings and considers: the mix of uses and activities that help create lively and interesting places; the local character and distinctiveness of a place, reflected through its landscape and building materials for example; contributing to healthy lifestyles by making it easy for people to move by foot and by bike; fostering a sense of community through well designed, functional and attractive public spaces; and enhancing the quality of environment.

**9.3** In short, good design will help create high quality, safe and successful places in Uttlesford where people enjoy living, working and visiting. Successful places are those<sup>(44)</sup>:

- Having a complementary mix of uses and activities;
- Being fit for purpose, accommodating uses well;
- Encouraging easy movement;
- Including successful public space;
- Being able to adapt to changing needs and circumstances;
- Being efficient in how land and other resources are used;
- Having an appearance that is appealing and appreciated; and
- Having a distinctive, positive identity and sense of place.

**9.4** This section of the Local Plan establishes general policies that guide the design of all development in the district and then focuses on the requirements for the new garden communities and strategic development sites. These policies will need to be read in accordance with any future guidance that might be published by the Council at a later date, including for example any location specific or thematic design guidance. The Applicant will also have regard to the Essex Design Guide, which provides specific information about local character and distinctiveness and provides key principles which should be applied to any new development<sup>(45)</sup>. Furthermore, design guidance in ‘made’ neighbourhood plans, where relevant to a particular proposal, will also need to be considered and addressed in any design response.

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44 Source: The Design Companion for Planning and Placemaking, Transport for London (Urban Design London), 2017. This document supports and extends national Planning Practice Guidance and is intended for use by all those involved in the planning and placemaking process to help secure higher standards of urban design and the delivery of better practice

45 [The Essex Design Guide \(ECC, 2018\)](#).

## Design and Construction 9

### Design and Local Distinctiveness

**9.5** Towns and villages in the district have grown over time, historically responding to their location and cultural heritage, the surrounding landscape and built form, and with traditional materials reflecting the geology of the wider area. These elements shape the character of the built form.

**9.6** The pattern of development varies across the district. In larger settlements the historic core has been surrounded by more recent development. The smaller villages retain their historic pattern with more limited evidence of expansion.

**9.7** Local characteristics should be identified through site analysis plans prepared as part of any planning application or development framework, and be used to frame a positive place-based response. A design-led response to development, referencing good practice principles<sup>(46)</sup>, will help create successful places. Where new development is proposed in Uttlesford it should be of a high-quality, irrespective of scale or use. The Essex Design Guide notes that new neighbourhoods 'should have a defining character, with distinctive features or materials that make it distinguishable from other areas of the development'<sup>(47)</sup>. Another important aspect of high quality design is community safety, including crime reduction. In order to maximise community safety development should seek to adhere to the guidelines set out in the national Planning Practice Guidance and the Secured by Design guides<sup>(48)</sup>.

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46 [Building for Life \(Built for Life, 2015\).](#)

47 [The Essex Design Guide \(ECC, 2018\).](#)

48 [Secured by Design Initiative Design Guides \(Association of Chief Police Officers\).](#)  
Available: <http://www.securedbydesign.com/industry-advice-and-guides>

## 9 Design and Construction

### Policy D 1

#### High Quality Design

All new development in Uttlesford should contribute to the creation of high quality places through a design-led approach underpinned by good design principles and reflecting a thorough site appraisal. Development proposals should be informed by Building for Life 12 and other good practice principles, including the Essex Design Guide. All buildings, spaces and the public realm should be well-designed and display a high level of architectural quality which responds positively to local context. Development should refer to Secured by Design principles to reduce crime and encourage safer communities.

Proposals for new development should seek to optimise the capacity of the site by responding appropriately to the scale, character and grain of the existing built form. Proposals should also demonstrate how they respond to the landscape, local and longer-views and the natural and historic environments..

Development should integrate well with existing neighbourhoods, positively contributing to the public realm and street environment, creating well connected, accessible and safe places. Development should provide for a rich movement network and choice of routes.

Development should result in healthy places which prioritise active travel and provide opportunities for and access to facilities for sport and physical activity.

All development within residential and mixed use areas, including town and local centres, should have active frontages, particularly at street level, and provide a clear distinction between areas of public and private realm.

Proposals for new development should demonstrate how they respond to and enhance the amenity value of an area through consideration of matters such as overlooking, natural light, micro-climate, outlook and amenity space. Equally, proposals for new development should meet the nationally described space standards<sup>(49)</sup> and the necessary dwelling mix, privacy, daylight and sunlight for future occupiers.

New buildings should be designed with flexibility and adaptability in mind, so that they can respond to changing social, environmental, economic and technological needs. New development should be designed such that it does not prejudice future development or design of adjoining sites. Consideration should be given to smart technology solutions that support high quality design outcomes.

49 Department for Communities and Local Government, Technical Housing Standards – nationally described space standards, March 2015 (Updated May 2016)

## Design and Construction 9

**In residential neighbourhoods and mixed use areas, including town and local centres, the townscape impacts of any large floorplate developments will be minimised through incorporation of finer grain frontages that wrap around the larger unit. This approach also applies to large surface and multi-storey car parks as well as servicing areas in these locations.**

**9.8** The quality and provision of car parking can be a major determinant on the quality of place, particularly in residential areas. If it is not provided in the right place, it is unlikely to be used properly. The location and provision of parking should respond to basic urban design principles, with on-plot and on-street parking provided in close proximity to the home. Rear courtyards should be avoided. Where parking is provided on-street, consideration should be given to using different materials to define the use of different areas. Where possible, unallocated on-street parking provision, which is more land-efficient than parking courts, should be provided. The growth of on-line (internet) sales will result in an increasing number of delivery vehicles parking up in residential areas. The design of on-street parking should consider the provision of short stay drop-off areas.

### Policy D 2

#### Car Parking Design

**Parking within new residential development should be designed such that it is conveniently located and overlooked so that it can be used in the way it is intended for, avoiding informal parking that undermines the quality of the street environment. Parking should be unobtrusive, with garages (where proposed) set back from the building line and street trees used to soften the visual impact of parked cars, particularly on street. The use of permeable surfaces for areas of parking will be supported.**

**9.9** Much development that takes place will be small scale and involve extensions to existing properties. These also impact on the quality of place and local amenity. Applications for such development in Uttlesford should demonstrate how they respond to the local context and do not unduly impact upon neighbouring amenity.

## 9 Design and Construction

### Policy D 3

#### Small Scale Development/ Householder Extensions

**Proposals for small scale development, including extensions to existing buildings, must be of a high standard of design, responding to or improving the site and surrounding area.**

**The scale, height and massing of any development or proposed extension should relate to the surrounding area and existing buildings.**

**All new residential developments should accord with appropriate space standards.**

**New development should avoid detrimental impacts on occupiers of surrounding properties, particularly in terms of noise, privacy, overshadowing and access to natural daylight.**

#### Garden Communities and Strategic Development Sites

**9.10** Proposals for large scale development, including the new garden communities and other strategic development sites (comprising those in excess of 100 residential units), should be informed by a masterplan that comprises part of a development framework for the site. This should place the site in its wider context and avoid narrowly looking at landownership boundaries.

**9.11** The development framework should be prepared and agreed by the Council prior to any application for development being submitted. In the case of the new garden communities the development frameworks will be prepared as development plan or supplementary planning documents and adopted by the Council.

**9.12** The development framework should establish the design principles for the sites, including its integration with existing areas and neighbourhoods, connections and linkages allowing movement for all, the location and mix of uses, and provision of community infrastructure and green space.

**9.13** The development framework should help create places of distinct character and variety, responding to local building types and materials, how the place will be used and need to adapt over time.

**9.14** Consideration should be given to a sensible and logical approach to phasing, such that new development works well from the outset, with the impact of ongoing development on new and existing residents minimised.



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**9.15** In addition to the development frameworks, the Council will require a set of design codes to be prepared for the strategic development sites and new garden communities. These can either form part of the development framework, or comprise a condition to the granting of outline planning permission, requiring submission of a code before submission of any reserved matters.

**9.16** Design codes can be used to provide greater certainty and control over design quality in the long term. The NPPF says that local authorities should consider their use where they could help deliver high-quality outcomes. The design codes should cover building heights, depths and widths, street typologies and landscape treatments. The code may also include details of façade treatments.

## 9 Design and Construction

### Policy D 4

#### Development Frameworks and Codes

Development frameworks shall be prepared for the garden communities and all strategic development sites for approval by the Council prior to submission of any planning application. In the case of the new garden communities the development frameworks will be prepared as development plan or supplementary planning documents and adopted by the local planning authority. Where sites subject to a development framework crosses multiple land ownerships, the different landowners should work together to prepare a joint development framework that demonstrates how comprehensive development will be delivered.

The development frameworks should demonstrate how good placemaking can be achieved through establishment of:

1. A clear vision and concept for the garden community or strategic development site.
2. A development and land use plan showing the mix and type of development to come forward, including the broad locations of necessary supporting services, including local centres, open space, play and sports space, health and education.
3. Framework plans establishing the intended form and grain of development, character areas, densities and building typologies.
4. A movement plan establishing the street hierarchy and typologies, and sustainable transport measures prioritising walking, cycling and public transport.
5. A green infrastructure plan setting out the network and typology of green spaces, links, flood mitigation areas and areas of ecological importance.
6. A phasing and delivery plan, demonstrating a logical pattern of development that helps build community with supporting facilities provided at the right time.

Development frameworks should be informed by best practice landscape and urban design principles. Applications for the new garden communities and strategic development sites should demonstrate how they respond to best practice through submission of a Building for Life 12 assessment (or a later equivalent).

## Design and Construction 9

**Development frameworks should outline how infrastructure will be delivered and the mechanisms by which Landowners will work together to deliver those infrastructure items.**

**Prior to the approval of any reserved matters or grant of detailed planning permission the Council will require a Design Code to be prepared for the garden community or strategic development site. Planning applications should demonstrate how they comply with the Design Code.**

### Shopfronts

**9.17** Shopfronts can contribute much to the locally distinctive character of towns and villages. They are important elements in the townscape and can contribute significantly to the attractive quality of any street scene. The design of new shopfronts should reflect this, and seek to preserve or enhance and be appropriate to, the character and appearance of the building and its location. New shopfronts should respect the design of the building and not obscure, damage or harm , existing architectural features.

**9.18** Existing shopfronts that contribute to the appearance or special interest of a building or the street scene should be retained. Particularly in listed buildings or conservation areas, or where they are of design or historic significance in their own right or as part of a group. Any modifications necessary should be sympathetic to the original design.

**9.19** The Council will seek to protect existing shopfronts that make a positive contribution to the appearance and local distinctiveness of an area, for example through their architectural and historic merit. Special regard will be given to the need to preserve the appearance of shopfronts, taking into account the quality of design,historic importance and location. Good examples of shopfronts should be retained wherever possible.

## 9 Design and Construction

### Policy D 5

#### Shopfronts

**The Council will support the retention and enhancement of historic shopfronts and other shop fronts of quality that contribute positively to the character and distinctiveness of the locality and historic environment.**

**Shopfront alterations which detract from the public amenity due to poor quality design or inappropriate scale, proportions, materials or detailing will not be supported.**

**Proposals for new shopfronts will be supported where they are of a high quality of design and preserve or enhance the amenity of the locality, including the character and appearance of built and historic environment.**

**This policy should be read in conjunction with the guidance set out in the Council's supplementary planning document for shopfront design.**

**9.20** The NPPF reinforces the role and importance of design review, which is a way of assessing the design quality of new developments by an independent panel of experts to help support high standards of design.

**9.21** Guidance on the Design Review process can be found via the Design Council Cabe<sup>(50)</sup> website.

**9.22** In Uttlesford, it is envisaged that all strategic applications will be subject to design review. Schemes subject to review will include residential, commercial and mixed-use development proposals, infrastructure, community facilities, public realm and open space proposals.

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50 [Design Council Cabe, Design Review:](http://www.designcouncil.org.uk/what-we-do/cabe-design-review)  
<http://www.designcouncil.org.uk/what-we-do/cabe-design-review>

## Design and Construction 9

### Policy D 6

#### Design Review

The Council will require emerging schemes for the new garden communities and other strategic development sites to be assessed through design review. Equally, and as appropriate, smaller sites in important and or sensitive locations will also be subject to design review. The Council will refer schemes to the East of England Design Review Panel operated by Shape East. The Council encourages design review to take place early in the process to allow scope for input into the emerging design. The final scheme submitted to the Council should include a report on the design review process and how the scheme has responded to this.

**9.23** Innovative design, that raises the standard of design in Uttlesford, but which also promotes and reinforces local distinctiveness, is welcome. Contemporary design approaches may be acceptable where it responds positively to context.

### Policy D 7

#### Innovation and Variety

The Council will actively encourage development proposals that establish bespoke design solutions and residential typologies as opposed to application of standard 'off-the-shelf' housing types and layouts. Schemes that respond to and reinterpret local design cues are welcomed as well as consideration of smart technology solutions. The Council encourages applicants to run design competitions to generate a high quality architectural response to building design and layout.

### Sustainable Design and Construction

**9.24** All development in Uttlesford will be expected to make use of the best available sustainable design and technology. Proposals for development are expected to minimise the use of resources, mitigate against and be resilient to the impact of climate change. Current BREEAM standards for new construction BREEAM UK, Non-domestic Buildings (United Kingdom), Technical Manual SD5076 4.1, 2014 should be used for assessing the sustainability of new, non-residential buildings. The Home Quality Mark <http://www.homequalitymark.com> has been developed by BREEAM to provide an indication of the quality and environmental performance of a new home. Housebuilders are encouraged to use this assessment method.

## 9 Design and Construction

### Policy D 8

#### Sustainable Design and Construction

**Proposals for new development are required to embed sustainable design and construction techniques from the outset.**

**Applications for development will need to demonstrate accordance with the appropriate Building Regulations and or BREEAM standards in force at the time of submission. Housebuilders are encouraged to register for assessment under the Home Quality Mark.**

**This should show how resource efficiencies and climate change adaptation measures will be incorporated through aspects such as the layout of the proposed development, orientation, massing, landscaping and building materials. Green roofs, walls and other similar measures are encouraged where appropriate.**

**Waste, recycling and storage areas should be provided. Equally, systems that reduce water consumption and allow for the reuse of grey water is encouraged. Development will not increase flood risk on or off the site.**

**Development should maximise the opportunities for using of on-site renewable forms of energy.**

**9.25** Climate change is a global issue which has the potential to have significant environmental, social and economic impact on the UK. Addressing climate change is one of the core land use planning principles which the NPPF expects to underpin both plan-making and decision-taking. Thus, the policies below seek to minimise energy use within the built environment and thus reduce carbon dioxide emissions.

**9.26** In setting out these policies, the Council is mindful that that the Government's Planning Practice Guidance allows latitude for local plans to set local requirements for sustainability targets subject to normal conventions relating to viability.

#### Energy Hierarchy

**9.27** Reducing the net energy consumption of a building can be achieved in a number of ways. Some of these can be relatively expensive and also result a significant amount of embodied energy being introduced to the building. Thus, adopting the wrong approach could easily result in an energy reduction strategy which impacts the overall viability of the project and may therefore not be enacted.

**9.28** The Council therefore requires that energy efficiency measures are considered in the following order:

#### Design Optimisation

## Design and Construction 9

**9.29** Adjusting building orientations, glazing proportions and external shading are often cost neutral at design stage but can have a significant impact on the finished building's energy demand. Suggested considerations are:

1. Adopt a building orientation which optimises solar gain.
2. Adopt an appropriate amount of glazing on different facades to optimise solar gain whilst minimising losses. As a starting point, rough guidelines for glazing limits as a proportion of external wall areas are:
  - i. South Elevations: no more than 25%;
  - ii. West and East Elevations: No more than 20%; and
  - iii. North Elevations: As little as is practicable.
3. Include external shading or eaves overhangs on southern elevations in order to reduce the risk of summer overheating (and thus reduce cooling loads).

### Fabric Improvement

**9.30** Heating, cooling and renewable energy technologies typically have a useful lifetime of around 20 years. However, the fabric of a building is likely to be in place for at least 50 years and often for much longer. In terms of return on investment, it therefore makes sense to invest in the fabric first. Improving the fabric performance to reduce energy use in the first place also means that when renewable energy sources are introduced, they are able to reduce the building's net energy use to a much lower level. Suggested improvements are:

- Increase the amount and/or performance levels of insulation in the walls, roof and floors (in that order);
- Improve the thermal performance of the glazing by fitting higher specification double glazing or triple glazing;
- Seek to design out cold bridging – this is a reduction or discontinuity in the insulation layer which typically occurs at the junctions of walls/ floors/ roofs.;
- Improve the building's air tightness levels; and
- Consider introducing Mechanical Ventilation with Heat Recovery systems to improve heating efficiency.

### Renewable Energy Sources

**9.31** Having reduced energy demand through design optimisation and fabric improvement, the introduction of renewable energy sources have the potential to reduce the net energy consumption of the building to near zero levels. As these technologies often have an aesthetic impact, careful consideration should be given to their location and positioning, particularly within conservation areas. Consideration should be given to the following technologies:

- Solar Photovoltaic Panels



## 9 Design and Construction

- Solar Thermal Panels
- Air Source Heat Pumps
- Ground Source Heat Pumps
- Biomass Boilers

### Energy Targets

**9.32** Government guidance indicates that councils may require compliance with energy standards that exceed the Building Regulations. Having applied the Energy Hierarchy set out above, it is considered that carbon emission rates well below those set out in current Building Regulations are achievable whilst maintaining the viability of developments.

**9.33** Targets for Dwelling Emission Rates (DER) are therefore set out in the policy below.

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### Policy D 9

#### Minimising Carbon Dioxide Emissions

Development proposals for both commercial and residential buildings should demonstrate that they have applied the Energy Hierarchy, as set out in the Local Plan and, in doing so, have achieved a Dwelling Emission Rate (DER) which is 19% lower than the Target Emission Rate (TER) required by Building Regulations Part L 2013 Edition<sup>(51)</sup>.

Evidence should be provided in the form of an Energy Assessment which, as a minimum should include the following:

1. A calculation of the energy demand and carbon dioxide emissions for the proposed buildings using approved Building Regulations software and carried out by a qualified energy assessor;
2. Evidence that, as far as practicable, the development's design has been optimised to take into account solar gain, glazing proportions and external shading (Design Optimisation);
3. Evidence that, as far as practicable, the development's fabric performance has been improved to minimise energy loss (Fabric Improvement);
4. Evidence that renewable energy sources have been considered and incorporated into the development where it is feasible and economic to do so; and

These requirements will apply unless it can be demonstrated that they would make the development unviable.

#### Highly Energy Efficient Buildings

**9.34** Whilst Policy D9 will ensure a high level of energy efficiency in the district's new buildings, there is the potential to go considerably further and create buildings which achieve zero or near zero net energy consumption. The Council seeks to encourage such developments.

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51 Currently Approved Document L1A: Conservation of fuel and power in new dwellings, 2013 edition and Approved Document L2A: Conservation of fuel and power in new buildings other than dwellings, 2013 edition. DCLG March 2014 (as amended)

## 9 Design and Construction

### Policy D 10

#### Highly Energy Efficient Buildings

Development proposals which demonstrate that the proposed buildings have a net emission rate of zero or below, or are proposed to be certified Passivhaus buildings, are encouraged, and will be considered favourably.

## Environment 10

### Introduction

**10.1** This section of the Local Plan sets out policies for the historic environment, the natural environment, flood risk, natural resources and environmental protection.

### The Historic Environment

**10.2** In Uttlesford the historic environment is a rich, complex and irreplaceable resource. It has developed through a history of human activity spanning many thousands of years. Some of the resource is hidden in the form of archaeological deposits. Other elements such as the historic landscape are the highly visible result of many years of agricultural, industrial and commercial activity and are referenced in Policy C1 Protection of Landscape Character. The “built” part of the historic environment is equally rich with towns, villages and hamlets set in the gently rolling countryside. There is a wealth of fine buildings, many of them ancient and listed and these buildings with their varied styles and methods of construction span many centuries.

**10.3** The historic environment is a fundamental part of the District’s environmental infrastructure but it is sensitive to change and needs to be properly understood to make sure it is managed and conserved. There may be opportunities to enhance the historic environment and it is important that these are realised. It is equally important that adverse impacts associated with development, whether they are direct such as new building or indirect such as traffic generated by development are minimised.

**10.4** The Council will continue to work in partnership with archaeology, design and other specialists to make sure that only development which protects and enhances the historic environment is approved.

**10.5** The Council has carried out a series of Conservation Area Appraisals leading to management plans and some communities have produced their own design advice through Town and Village Design Statements. New development will be expected to comply with such advice where this has been approved by the Council.

## 10 Environment

### Policy EN 1

#### Protecting the Historic Environment

**Development will be supported where it preserves or enhances the significance of the historic environment.**

**Development proposals for the re-use of heritage assets will be favourably considered where the proposals represent the optimum viable re-use and are consistent with their conservation. In determining applications, the council will require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Relevant historic environment records should be consulted, and the heritage assets assessed using appropriate expertise where necessary. Proposals will be considered against the wider social, cultural, economic and environmental benefits that the historic environment can bring.**

**Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, the council requires developers to submit an appropriate desk-based assessment and a field evaluation.**

**Proposals to introduce energy efficiency and renewable energy measures affecting heritage assets will be weighed against harm to the significance of the heritage asset and the wider historic environment.**

**The Council will work proactively to safeguard heritage assets identified on the Local Buildings at Risk Register and the national Heritage at Risk Register by using statutory powers to secure urgent works and repairs as necessary, where there is identified harm, immediate threat or serious risk to its preservation.**

**The Council will continue to work alongside owners and relevant partners including, Essex County Council, Historic England and other heritage bodies to secure their restoration and optimum viable re-use.**

#### Design of Development within Conservation Areas

**10.6** There are 37 individual Conservation Areas in the District distributed across 31 parishes. It is important that the development pressures on the District are managed in ways that protect and enhance the built environment and avoid inappropriate development. The Council has produced and published Conservation Area Appraisals for all the conservation areas and applied Article 4 directions in a number of settlements as appropriate to limit certain permitted development rights within these areas.

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**10.7** Within a Conservation Area, most renewable energy equipment can be installed on or within the curtilage of a non-listed building without planning permission. Where planning permission is required the policy identifies the criteria which need to be met to make sure there is no loss of the special interest or significance of the Conservation Area.

**10.8** Development adjacent or even some distance from a conservation area may impact on the setting of that conservation area and subsequently the significance of the heritage asset. Applications for development outside of the conservation area which would impact upon its character and setting need to refer to the Conservation Area Appraisal, and justify how the proposed development would conserve or enhance the character of the Conservation Area as identified in the appraisal.

### Policy EN 2

#### Design of Development within Conservation Areas

**Development will be permitted where it conserves or enhances the character and appearance of the features of a Conservation Area including plan form, the relationship between buildings, the arrangement of open areas and their enclosure, the grain or significant natural or heritage features. Outline applications will not be considered. Development involving the demolition of a structure which positively contributes to the character and appearance of the area will not be permitted.**

**Development will be permitted if the following criteria are met:**

- 1. There is no detrimental visual impact and no substantial pollution of any type (air, water and ground, noise);**
- 2. It does not damage key views in, out or within the Conservation Area, including very visible secondary elevations;**
- 3. There is no loss of character or historic significance of the Conservation Area;**
- 4. There is no detrimental impact on the sustainability of communities and economic vitality; and**
- 5. It makes a positive contribution to local character and distinctiveness.**

## 10 Environment

### Policy EN 3

#### Protecting the Significance of Conservation Areas

**Development outside of the conservation area which might otherwise affect its setting will only be permitted where it is not detrimental to the character, appearance or significance of the Conservation Area and does not adversely affect listed buildings or non-designated heritage assets, either within or outside the Conservation Area.**

#### Development Affecting Listed Buildings

**10.9** There are over 3,700 Listed Buildings or structures in the District. This represents about one quarter of the number of listed buildings in Essex which is itself one of the most richly endowed of all English counties. In addition, any building or structure within the curtilage, which belonged with the main building when it was listed, and which was built before 1 July 1948, is also viewed as a Listed Building. Features listed in this way are referred to as 'Curtilage Listed'.

**10.10** The Listed Buildings in the District vary widely both in age, character and their vernacular materials. Clay tile, slate and long straw thatch are used for roof materials. The stock of buildings with long straw thatch is big enough to be a cluster of regional architectural importance which it is important to retain and repair with long straw when needed. Although timber framed buildings predominate, some historic buildings are constructed of brick and stone. External finishes include many excellent examples of pargetting, flintwork and weatherboarding. Every period from before the Norman Conquest is represented, but over 40% of all Listed Buildings date from the 17th century.

**10.11** When considering the special architectural or historic interests of a Listed Building the following are broad examples of what will be taken into account: - the structural frame or fabric; the plan form; roofing material; external cladding; the proportion, detail and arrangement of doors and windows, interior floor plans; interior finishes and features of special interest to the building. Proposals to remove later additions which detract from the significance of the building with a view to replacing these with features which better reveal the significance of the heritage asset e.g. the replacement of non-original windows will normally be treated sympathetically provided the design and quality of the materials, etc respects the historic nature of the building.

**10.12** Proposals for the conversion of a Listed Building may result in a form of development which would not normally be allowed e.g. conversion to a dwelling outside development limits. Such a proposal maybe approved if the applicant can demonstrate that the conversion scheme is the most appropriate way to secure the future of the listed building and the conversion can be carried out in a sympathetic manner without damage to the fabric, setting or architectural and historic interest of the building.



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**10.13** Whilst some minor measures to improve the energy efficiency of a Listed Building can be undertaken without the need for consent any works which would affect the special architectural or historic interest of a listed building would require Listed Building consent. Applicants are advised to have early discussions with the Council's Conservation Officer.

**10.14** Applications for development affecting a Listed Building need to describe the significance of the Listed Building or structure affected including any contribution made by their setting and should explain how the proposal would preserve its special character and significance. This should be proportionate to the asset's significance

### Policy EN 4

#### Development affecting Listed Buildings

**Development affecting a Listed Building should be in keeping with its scale, form, character, materials and surroundings. Demolition of a Listed Building, or development proposals that adversely affect the setting, or alterations that impair the special architectural or historic interest of a Listed Building will not be permitted.**

**In cases where planning permission might not normally be granted for a change of use favourable consideration will be given to conversion schemes that represent the most appropriate way of conserving the Listed Building, its architectural and historic characteristics and its setting.**

**Development involving the installation of renewable energy equipment on a Listed Building will be acceptable if the following criteria are met:**

- 1. Locations other than on a Listed Building have been considered and dismissed as being impracticable;**
- 2. There is no irreversible damage to significant parts of the historic fabric; and**
- 3. The location of the equipment on the Listed Building would not cause harm to its character or appearance.**

#### Scheduled Monuments and Sites of Archaeological Importance

**10.15** There are 79 Scheduled Monuments in the District, shown on the policies map. Any work which might affect a scheduled monument either above or below ground level will require consent from Historic England. Within the District, over 4,000 sites of archaeological interest are recorded on the Historic Environment Record (HER) maintained by Essex County Council. These sites are not shown on the policies map and enquiries should be made to the County Archaeologist. The Historic Environment

## 10 Environment

Record represents only a fraction of the total. Many potentially important sites remain undiscovered and unrecorded. Archaeological sites are a finite and non-renewable resource. As a result it is important to make sure that they are not needlessly or thoughtlessly destroyed.

**10.16** The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether the monument is scheduled or unscheduled. There is a presumption in favour of the preservation of nationally important sites and their settings. The need for development affecting archaeological remains of lesser significance will be weighed against the relative significance of the archaeology.

**10.17** Applicants proposing development affecting a scheduled monument or site of archaeological significance need to consult Historic England's National List for England (NHLE) and explain how the significance of the heritage asset will be affected. The developer will be expected to fund the pre-application survey work and any agreed preservation or recording work.

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### Policy EN5 1

#### Scheduled Monuments and Sites of Archaeological Importance

Where nationally important archaeological assets, whether scheduled or not, and their settings, are affected by proposed development there will be a presumption in favour of their physical preservation in situ for example through modification of design, layout, drainage, landscaping or the siting and location of foundations. The Council will seek the preservation in situ of archaeological assets unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss or all of the following apply:

1. The nature of the heritage asset prevents all reasonable uses of the site;
2. No viable use of the site itself can be found in the medium term through appropriate marketing that will enable its conservation;
3. Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
4. The harm or loss is outweighed by the benefit of bringing the site back into use.

In situations where there is evidence to suggest that historic assets or their settings would be affected, an archaeological field assessment should be submitted as part of any planning application. The assessment must define the significance of the assets and the impact of the proposed development thus allowing an informed and reasonable planning decision to be made. In the circumstances where preservation in situ is not possible or feasible, then development will not be permitted until a programme for excavation, investigation and recording has been submitted and agreed by way of a pre-commencement condition.

#### Historic Parks and Gardens

**10.18** There are seven Historic Parklands, Parks or Gardens identified on the Policies Map whose character remains relatively intact and are included in the Historic England Register of Historic Parks and Gardens. The desirability of preserving historic parks and gardens and their settings is a material consideration in determining planning applications whether the park or garden is designated or undesignated. Development which would substantially harm Audley End Park as a Grade I historic park and Bridge End Gardens, Saffron Walden as a Grade II\* historic garden will only be acceptable in wholly exceptional circumstances.

**10.19** Applications for development affecting a designated historic park or garden need to refer to the Historic England Register and explain how the proposed development preserves and where appropriate enhances the design, character, appearance and historic significance of the District's registered parks and gardens and how the proposed development impacts on the significance of the registered parks and gardens.

## 10 Environment

### Policy EN 5

#### Historic Parks and Gardens

**Development will be permitted provided it sustains and enhances the significance of Historic Parks and Gardens such as their principal or associated buildings and structures, formal and informal open spaces, ornamental gardens, kitchen gardens, plantations and water features.**

#### Non-Designated Heritage Assets of Local Importance

**10.20** The District benefits from a wealth of non-designated or listed buildings that are considered to be locally significant and make a positive contribution to the character and distinctiveness of Uttlesford. This may be due to their historic, aesthetic, evidential or communal value, or a combination of these factors. This may include houses, shops, schools, village halls, churches and even important walls, railings or fingerposts.

**10.21** The Council's Local List of Heritage Assets identifies assets which although not statutorily listed make an important architectural or historical contribution to the local area and merit protection from development which adversely affects them. Non-designated assets of archaeological interest and parks and gardens are considered under policy EN7.

**10.22** The Council may identify new heritage assets at any stage of the planning process and their identification would be a material consideration in any planning decision.

## Environment 10

### Policy EN 6

#### Non-Designated Heritage Assets of Local Importance

**The planning authority will seek to ensure the retention, enhancement, and viable use of heritage assets of local interest. Whilst not enjoying the full protection of statutory listing, the design and the materials used in proposals affecting these assets should be of a high standard and in keeping with their character and local significance.**

**Development proposals which would have an adverse impact upon the character, form and fabric of the heritage asset of Local interest and/ or would have a detrimental impact on the setting of the asset will be resisted. Development proposals will instead seek to enhance the heritage asset of Local interest**

#### Protecting and Enhancing the Natural Environment

**10.23** The strategy is to protect and enhance biodiversity within the District working with partners including the Essex Biodiversity Project and the Essex Wildlife Trust and through controls on development to reduce potential impacts on sites which may have importance for biodiversity.

**10.24** Uttlesford has a range of important sites and habitats for biodiversity, recognised through designations, from national to local importance. Sites of Biodiversity or Geological Importance are identified on the Policies Map and these represent a tiered network for the conservation of biodiversity and geodiversity within the district. There are no European or international wildlife sites in Uttlesford, but there are sites in neighbouring districts and the Council has taken account of the impact of development in Uttlesford on these sites through its Habitats Regulations Assessment. Sites within Uttlesford include the statutorily protected national designations (Sites of Special Scientific Interest (SSSIs) and the non-statutorily protected Local Nature Reserves and County Wildlife Sites. Sites with protected species, important habitats and sites which are important for their historic landscape interest will be protected and where possible enhanced.

**10.25** There are 14 nationally designated sites made up of 12 Sites of Special Scientific Interest (SSSI) and 2 National Nature Reserves (NNR).

**10.26** There are 280 locally important nature conservation areas which are designated as Local Wildlife Sites (LoWS). Many of these are ancient woodlands but there are also good examples of grassland habitats. There are 42 special road side verges which are protected for their flora. There are 18 proposed Local Geological Sites (LoGS) which range in size from single erratic boulders to quarries. All these sites are identified on the Policies Map.

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**10.27** SSSIs and NNRs have the maximum degree of protection from development because the type and/ or quality of habitat means it is unlikely that it can be replaced elsewhere or its loss compensated for. Locally designated sites also make a significant contribution to the biodiversity, geodiversity and green infrastructure of the District. Because there are a large number of them and they are distributed across the District they act as a network of sites allowing the movement of wildlife between sites as well as creating the distinctive landscape character of Uttlesford of woodland, verges and greens and water bodies. Developments that can make a positive contribution to the network of sites by habitat creation linking sites will be positively considered, especially if it contributes to the Essex Wildlife Trust Living Landscape initiative. Advice on incorporating biodiversity in developments can be found on the Essex Biodiversity Project website.<sup>(52)</sup>

**10.28** Development proposals with water edge frontages including rivers, streams, lakes, and ponds should make provision for ecological buffer strips with a view to protecting and where appropriate enhancing water dependent habitats and species.

**10.29** Where development proposals will be carried out on land with a watercourse currently culverted, opportunities for de-culverting and restoration to an open watercourse should be sought as a means of creating blue infrastructure and enhancing development site.

**10.30** Hatfield Forest at 403ha is the District's largest SSSI and it is also a National Nature Reserve. Hatfield Forest is a medieval hunting forest of mixed deciduous woodland and parkland and extends beyond the SSSI designation. The forest provides an important recreation resource to the residents of Uttlesford and is a strategic area of green infrastructure which is important to protect. Hatfield Forest faces existing pressure from visitors, particularly in the winter months when paths in the forest can be damaged and habitat loss has occurred. Any increase in visitor numbers needs to be carefully managed so as to minimise impact on the forest.

**10.31** Although not protected by national legislation development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodland will be refused.

**10.32** An ecological survey and impact assessment will be required for any development affecting or with the potential to affect:

- A national or locally designated site;
- Protected species;
- Species on the Red Data List of threatened species; and
- Habitats suitable for protected species or species on the Red Data List.

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**10.33** Ecological surveys and impact assessments must be carried out by a suitably qualified person. Field surveys must be conducted at the optimum time for the species. Further information can be obtained from the Natural England Standing Advice for Protected Species.



## 10 Environment

### Policy EN 7

#### Protecting and Enhancing the Natural Environment

The Council will seek to optimise conditions for wildlife and habitats to improve biodiversity and tackle habitat loss and fragmentation.

Development proposals will be supported where they protect and enhance sites internationally, nationally and locally designated for their importance to nature conservation, ecological or geological value as well as non-designated sites of ecological or geological value. An ecological survey will be required to be submitted with the application if the development site affects or has the potential to affect any of the following:

1. An internationally designated site, for example Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site.
2. A nationally designated site; for example: SSSI's & National Nature Reserves.
3. Locally Designated Sites; for example: Local Wildlife Sites.
4. Protected species;
  - a. Species on the Red Data List of threatened species; and
  - b. Habitats suitable for protected species or species on the Red Data List.

Where a site of International designation for nature conservation importance is adversely affected by the proposals, permission will be refused unless the District Council is satisfied that: there are imperative reasons of overriding public interest, which could be of a social or economic nature, sufficient to override the harm to the site; there are imperative reasons of overriding public interest relating to human health, public safety or benefits of primary importance to the environment.

A biosecurity protocol method statement will be required for all development proposals where there is potential to impact sites protected for biodiversity importance to ensure the introduction of invasive non-native species of both flora and fauna is prevented.

Development proposals which would result in significant harm to a biodiversity or geodiversity interest will only be considered after alternative sites that would result in less or no harm have been assessed and discounted. In the absence of alternative sites development proposals must include adequate mitigation measures. Where harm cannot be prevented or adequately mitigated against, appropriate compensation measures will be sought.

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To ensure that mitigation or compensation measures, which may include Biodiversity Offsetting, take place these will be secured by conditions or planning obligations upon any approval that may be granted and will need to include financial support for continued maintenance.

If significant harm to biodiversity or geodiversity cannot be adequately mitigated against, or compensated for, permission will be refused. The design of development should incorporate measures to improve the biodiversity or geodiversity value of the development site.

Such measures should include making a contribution to the network of biodiversity sites, including open spaces and green infrastructure and water bodies which make links between habitats and support wildlife. Measures should also attempt to link wildlife habitats together, improving access to, between and across them.

These measures will be secured by condition or planning obligations upon any approval that may be granted and may need to include a biodiversity management plan and financial support for continued maintenance.

Measures to enhance biodiversity should be designed so as not to increase the risk from bird strike to the operation of aircraft at London Stansted Airport; where appropriate the implementation of a bird hazard management plan will be secured by condition or planning obligation.

### Open Spaces and Trees

**10.34** There are open spaces of high environmental quality in many of the towns and villages. Such spaces may include village greens, commons, or large mature gardens. Locally important open spaces may also be identified in Neighbourhood Plans, other community led plans or Conservation Area Appraisals. Some of these open spaces maybe registered as Assets of Community Value. Sometimes, the land may have been left in a state of untidiness but, nevertheless, the existence of the space maybe important to the character of the area, to biodiversity and as an area of natural greenspace. Retention of the space would also enable its full environmental potential to be realised through an enhancement project. Such areas are generally protected by excluding them from defined development limits. The need to protect similar areas within settlements is equally important and significant areas of open space are shown on the Policies Map. Other smaller spaces of importance will also be protected where development would be inappropriate, but it is not practical to identify all of them. Sometimes community facilities may be proposed on open space. If a successful design can be achieved, a limited loss of open space may be permitted.

**10.35** Where the principle of development is acceptable it should avoid the loss of features that are prominent elements and enhance the local environment, such as healthy mature trees.

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### Policy EN 8

#### Open Spaces

**Development proposals will not be permitted which will harm the character of, or lead to the partial, cumulative or total loss of protected traditional and non-traditional open spaces including village greens, commons and other visually important spaces as defined unless:**

- 1. The open space uses can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and**
- 2. The re-provision is located within a short walk (400m) of the original site.**

**In the case of school and college grounds, development may be permitted where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site in accordance with Sport England Policy.**

**Where replacement open space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped.**

**10.36** The NPPF encourages local authorities to protect ancient woodlands and veteran or aged trees. Ancient woodland is defined as an area that has been continuously wooded since at least 1600AD and such areas exist within Uttlesford. Veteran trees are particularly valuable for biodiversity due to the large amount of deadwood that they may contain. These trees are defined by Natural England to be, 'A tree which because of its great age, size or condition is of exceptional value culturally, in the landscape or for wildlife.'

**10.37** Ancient woodlands and veteran trees represent an important constituent of green corridors across the district since they have a high inherent biodiversity value.

## Environment 10

### Policy EN 9

#### Ancient Woodland and Protected Trees

**Development resulting in the partial, cumulative or total loss or deterioration of ancient woodland (as shown on the Policies Map) or veteran trees found outside ancient woodland or visually important groups of trees and fine individual specimens, will only be permitted unless the need for, and benefits of, the development in that location clearly outweigh the loss.**

**Development proposals affecting ancient woodland or veteran trees will be expected to mitigate any adverse impacts, and to contribute to the woodland's or veteran tree's management and further enhancement via planning conditions or planning obligations.**

#### Flood Risk

**10.38** All development should be located in areas at low risk of all forms of flooding. The main risk in the District is from river or fluvial flooding. Development in certain locations can cause flood risk elsewhere as a result of increased runoff. Surface water run-off from new development should be controlled as near to the source as possible and ideally within the boundary of the development. Just over 96% of the District lies within Flood Zone 1 where there is a low probability of fluvial flooding. The scale of development required in the Local Plan period can be provided on land which is at the lowest risk of fluvial flooding and all new built development is expected to be located in this zone. When locating development and placing development within a site, all forms of flooding should be considered. The sequential test will be used to ensure new development takes place in the areas with the lowest probability of all forms of flooding and, where necessary, the exception test will be used. Full details of the sequential and exception tests are set out in the National Planning Practice Guidance (paragraph 10.34 page 132).

**10.39** A site-specific flood risk assessment will be required for new development sites in accordance with the Environment Agency's Standing Advice. All major development should include a drainage strategy which should be submitted for review for the Lead Local Flood Authority which is in line with their requirements. The Council will work with developers and the Environment Agency and the Lead Local Flood Authority to achieve sustainable local flood mitigation measures as part of development. Any residual risk should be able to be safely managed with safe access and escape routes where required and access by emergency services.

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**10.40** The Uttlesford Strategic Flood Risk Assessment (SFRA) (2016)<sup>(53)</sup> and the Environment Agency's Risk of Surface Water Flooding Maps<sup>(54)</sup> show the flood risk across the District. Essex County Council Environment, Sustainability and Highways as Lead Local Flood Authority for Essex under the Flood and Water Management Act 2010<sup>(55)</sup> and, along with the district councils, must contribute to the achievement of sustainable development when carrying out flood risk management functions, in accordance with the Essex Local Flood Risk Management Strategy (2013).<sup>(56)</sup>

**10.41** Policy EN11 seeks to avoid flood risk to people and property where possible, and manage residual risk through location, layout and design, taking account of the impacts of climate change on changing flood risk. This includes making space for water by directing development to areas at lowest flood risk first, protecting sites required for flood risk management and the use of sustainable drainage systems as appropriate - as set out in Policy EN12.

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53 [Uttlesford Strategic Flood Risk Assessment \(JBA consulting, 2016\). Available: http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5545&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=5545&p=0)

54 [Long-term Flood Risk Maps \(Environment Agency, 2018\). Available: https://flood-warning-information.service.gov.uk/long-term-flood-risk/map](https://flood-warning-information.service.gov.uk/long-term-flood-risk/map)

55 [Flood and Water Management Act \(2010\). Available: https://www.legislation.gov.uk/ukpga/2010/29/contents](https://www.legislation.gov.uk/ukpga/2010/29/contents)

56 [Essex local Flood Risk Management Strategy \(2013\) by Capita Symonds. Available: https://www.essex.gov.uk/Publications/Documents/Local\\_Flood\\_Risk\\_Management\\_strategy.pdf](https://www.essex.gov.uk/Publications/Documents/Local_Flood_Risk_Management_strategy.pdf)

## Environment 10

### Policy EN 10

#### Minimising Flood Risk

Development proposals will comply with flood risk assessment and management requirements set out in the National Planning Policy Framework and Planning Practice Guidance and the Uttlesford Strategic Flood Risk Assessment to address current and future flood risks with appropriate climate change allowances.

A sequential approach will be applied to all proposals in order to direct development to areas at the lowest probability of all forms flood risk on the Environment Agency's Risk of Water Flooding Map in order to avoid flood risk to people and property, unless the proposal has met the requirements of the sequential test and the exception test.

All new development will need to demonstrate that there is no increased risk of flooding to existing properties, and proposed development is (or can be) safe and shall seek to improve existing flood risk management.

All proposals for development of 1 hectare or above in Flood Zone 1 and for development in Flood Zones 2 (or 3a) must be accompanied by a flood risk assessment that sets out the mitigation measures for the site and agreed with the relevant authority. Development in Flood Zone (3a or) 3b, the functional flood plain must accord with those categories in Table 3 Flood Risk Vulnerability Classification which are described as appropriate for this Flood Zone.

A flood risk assessment must also accompany proposals where it may be subject to other sources, and forms, of flooding or where other bodies have indicated that there may be drainage problems.

#### Surface Water Flooding

**10.42** Sustainable drainage systems (SuDS)<sup>(57)</sup> are designed to reduce the potential impact of surface water drainage discharges from both new and existing developments. SuDS aim to replicate natural systems of surface water run-off through collection, storage, and cleaning before releasing water slowly and reducing the possible risk of flooding. This is in contrast to previous conventional drainage systems that bring about rapid run-off which may result in flooding, associated pollution and potential contamination of groundwater sources. Examples of the type of system that can be provided for large-scale developments are reed beds and other wetland habitats that

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57 [Sustainable Drainage Systems: Design Guide \(ECC, 2016\)](http://flood.essex.gov.uk/media/1277/suds-guide_april-2016.pdf). Available: [http://flood.essex.gov.uk/media/1277/suds-guide\\_april-2016.pdf](http://flood.essex.gov.uk/media/1277/suds-guide_april-2016.pdf)

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collect, store, and improve water quality along with providing a habitat for wildlife. For smaller developments SuDS could comprise a green roof or rainwater harvesting techniques.

**10.43** The benefits of SuDS are such that it is important that they form an integral part of development proposals wherever relevant. The optimal level of runoff is that which would occur if the site had not been developed (i.e. a greenfield site). The achievement of this level is important to all sites regardless of which flood zone they are located in. Applicants should take account of SuDS guidance produced by Essex County Council in accordance with the Flood and Water Management Act 2010 or other relevant guidance.



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### Policy EN 11

#### Surface Water Flooding

All new development will incorporate Sustainable Drainage Systems (SuDS). Such systems will be expected to provide optimum water run-off rates and volumes taking into account relevant local or national standards and the impact of the Water Framework Directive on flood risk issues.

SuDS may not be appropriate if there are known contamination issues on site, or if the soil drains poorly and would inhibit the use of infiltration SuDS, but not the use of attenuation SuDS. Only where there are inappropriate soil or geological conditions and/ or engineering difficulties, should alternative methods of drainage be considered. If alternative methods are to be considered adequate assessment and justification should be provided and consideration should still be given to pre and post development runoff rates. If this is not possible it will be necessary to demonstrate why it is not achievable.

Development proposals adjoining main rivers, ordinary watercourses and culverts should be set back to provide a suitable buffer in accordance with the relevant published guidance. Developments should not compromise the ability of organisations responsible for maintaining watercourses from accessing and undertaking works.

The Council will seek to restore/ de-culvert rivers through the determination of planning applications when and where the opportunity arises. Retrofitting of SuDS and how they will be maintained will be required as part of any planning application.

SuDS systems should be designed so as not to increase the bird hazard risk or the safe operation of London Stansted Airport or the movement of aircraft; where appropriate the implementation of a long term maintenance of SuDS plan and of a bird hazard management plan will be secured by condition or planning obligation.

SuDS systems should be designed to avoid harm to nationally important archaeological assets, whether scheduled or not.

#### Protection of Water Resources

**10.44** Water supply in Uttlesford is managed and delivered by Affinity Water. The area supplied by Affinity Water is divided into three regions and eight water resource zones (WRZ) and Uttlesford falls within their Central Region and the Stort WRZ. Every 5 years Affinity Water publishes a Water Resource Management Plan (WRMP) which shows how the company plans to supply enough water to meet demand over the next

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25 years. The most recent was published in June 2014. Affinity Water are due to publish a replacement for the current 2014 Water Resource Management Plan/WRMP 19 in summer 2018.

**10.45** The Affinity Water Final Water Resource Management Plan 2015-2020<sup>(58)</sup> notes that in agreement with the Environment Agency water abstraction will be reduced by 5% by 2020, leakages cut, to take into account of growth of 6% over its operating area. Between 2015 and 2020 investment in infrastructure will increase by more than £500 million to ensure high quality water to customers. Water use in Uttlesford is high. The current average per capita consumption for the Affinity Water Central Region is 161.27 litres per person per day (l/p/d) for existing customers, compared to a national average of 147 l/p/d and 121.92 and 126.19 in the East and South East Affinity Regions where higher levels of metering have been achieved. Changes to Building Regulations in 2010 require that the potential consumption of someone occupying a new home must not exceed 125 l/p/d.

**10.46** The detailed Water Cycle Study (April 2018)<sup>(59)</sup> show an overall increase in residential water demand of some 3042m<sup>3</sup>/day to 2033 based the preferred option for change in water demand. Affinity Water have identified a number of feasible options to balance supply and demand including schemes to reduce leakage, install more customer meters and encourage better use of water with minimal wastage. Affinity Water have also identified possible schemes to provide additional water resources from groundwater, surface water and transfers from neighbouring water companies

**10.47** The Council is unlikely to be able to have much influence on the consumption rates in existing properties but it can influence consumption in new homes through planning policy so in order to reduce consumption it is considered that all new homes should meet a target of 110 l/p/d. This can be achieved through the specification and installation of water efficient fixtures such as dual flush toilets, spray taps and showerhead flow regulators. The Council can also influence consumption rates in its own housing stock. For non-residential uses the Council is not intending to specify a standard across all uses as there maybe variations in requirements between uses. However, all applicants will be expected to demonstrate how water efficiency will be achieved in their development.

**10.48** The Environment Agency prepares Catchment Management Abstraction Strategies that monitor existing abstractions to understand water balance/availability – to ensure enough water for people and the environment. The 4 strategies covered in the detailed Water Cycle Strategy are;

- Cam and Ely Ouse
- Combined Essex
- Roding Beam and Ingrebourne
- Upper Lee

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58 Uttlesford Water Cycle Study Phase 1 Update-30.04.18

59 Final Water Resource Management Plan 2015-2020 (Affinity Water, 2014, P. 105)

## Environment 10

**10.49** Ground water provides a third of the drinking water in England and Wales, and it also maintains the flow in many of the rivers. Affinity Water Central Region abstracts 60% of the water supply from groundwater sources. It is therefore crucial that these sources are looked after to make sure that the water is completely safe to drink. The Environment Agency publishes information on the areas where contamination of ground water is a critical issue because they are near abstraction sites where water is drawn off for potable supply. There are a number of ground water protection zones in Uttlesford, under the reaches of the Cam, in the Pant Valley, the Chelmer Valley, and in the Stort Valley as shown on the Policies Map. A major aquifer lies under most of the northern half of the District.

**10.50** Development must minimise its impact on the environment by adopting environmental best practice and necessary measures to limit pollution to acceptable limits. The ability of wastewater infrastructure to deal with the increased load arising from development is an important issue in protecting water resources, particularly the increase in the discharge rate from the sewage treatment works into rivers. It is therefore important to make sure that sufficient infrastructure exists or will be made available.

## 10 Environment

### Policy EN 12

#### Protection of Water Resources

Development will be supported where it is designed to minimise consumption of water, protect and enhance water quality and protect water resources.

All new residential development should achieve a water efficiency target of 110 litres per person per day and development should also make adequate and appropriate provision for water recycling. The extent to which water consumption is reduced will be monitored against the current national or local targets. Major development applications will need to demonstrate the relevant measures that the scheme incorporates and the anticipated levels of water consumption. The proposed measures will need to result in the current targets being met in order to be acceptable.

Development will be permitted where it will not cause contamination of groundwater, particularly in the protection zones shown on the Policies Map, or contamination of surface water. Where there is the potential for contamination effective safeguards must be in place to prevent deterioration in current water standards.

Planning permission will only be granted for developments which increase the demand for off-site service infrastructure where:

1. Sufficient infrastructure or environmental capacity already exists; or
2. Extra capacity can be provided in time to serve the development which will ensure that the environment and the amenities of local residents are not adversely affected.

When there is a lack of capacity and improvements in off-site infrastructure are not programmed, planning permission will be granted where the developer funds appropriate improvements which will be completed prior to occupation of the development, or where the water company confirms the off-site infrastructure can be provided in a timely manner.

The use of deep soakaways (including boreholes or structures that bypass the soil layers) for surface water disposal will not be permitted unless the developer can show:

3. There is no viable alternative
4. That there is no discharge of pollutants to groundwater; and
5. Pollution control measures are in place

## Environment 10

### Minerals Safeguarding

**10.51** Minerals resources are finite and can only be worked where they naturally occur. Mineral resources of national and local importance need to be protected and safeguarded. In Uttlesford this includes mainly chalk in the north of the District and sand and gravel in the south. Mineral resources also need to be protected from incompatible/sensitive development nearby which might constrain mineral production in the future. Minerals Safeguarded Areas (MSAs) and Minerals Consultation Areas (MCAs) are included in the Local Plan and are shown on the policies map. MSAs identify areas on mineral deposits considered to be of national importance. MCAs include each safeguarded permitted mineral development and site allocation and can include a zone of up to 250m around the site. The Minerals Planning Authority (Essex County Council) will be consulted on relevant applications within the MSAs and MCAs. Policies relating to minerals and mineral sites are set out in the Minerals Local Plan prepared by Essex County Council.

## 10 Environment

### Policy EN 13

#### Minerals Safeguarding

Where development proposals fall within a Minerals Safeguarding Area the Local Planning Authority will consult the Minerals Planning Authority where the site is greater than:

- 5 hectares for Sand and Gravel
- 3 hectares for Chalk
- 1 dwelling for brickearth or brick clay

Non-minerals proposals which exceed these thresholds should be supported by a minerals resource assessment to establish the existence or otherwise of a mineral resource of economic importance. Consultation with the Essex County Council as the Minerals Planning Authority must be undertaken on development exceeding these thresholds in accordance with the adopted Minerals Local Plan.

The Local Planning Authority will consult the Minerals Planning Authority on any relevant application within a Minerals Consultation Area.

Development will only be supported where it does not unnecessarily sterilise minerals resources or conflict with the effective working of permitted minerals development or Preferred Mineral Site.

#### Environmental Protection

**10.52** New development can have a negative impact on the environment and property through its potential to pollute. Furthermore, opportunities for new development, particularly on previously developed land, can be constrained by existing pollution issues. The overall aim of environmental protection policies is to ensure the sustainable and beneficial use of land. Within this aim, polluting activities that are necessary for society and the economy should be minimised and subject to appropriate controls in order to reduce their adverse effects and contain them within acceptable limits. There is already legislation and policy in place to help control pollution, including the Environment Act 1995, which gives local authorities' powers to control pollution and address contaminated land including ways to deal with cumulative impacts of development.

## Environment 10

### Pollution

**10.53** The planning system plays a vital role in making sure all new development takes into account pollution levels and ways to minimise these. Pollution can come from many sources, including light, noise, air, odour and vibrations, all of which can have a damaging effect on the local environment, amenities and health and well-being of residents and visitors.

**10.54** All development will be assessed on the level of pollution it would generate and the effect it would have on the surrounding area including the natural and historic environment. Assessments will be made in relation to the benefits of the development, such as job creation, affordable housing, and sports provision, against the degree of impact caused by the development.

**10.55** The Council will expect the development to mitigate any negative effects caused and also take into account any controls and mitigation measures that could reasonably be imposed by condition e.g. hours of operation.

**10.56** Developments sensitive to pollution such as homes and schools will not be permitted in areas where they would be adversely affected.

### Policy EN 14

#### Pollutants

**The potential impacts of exposure to pollutants must be taken into account in locating development, during construction and in use.**

**Planning permission will not be granted where the development and uses would cause adverse impact to occupiers of surrounding land uses or the historic and natural environment, unless the need for development is judged to outweigh the effects caused and the development includes mitigation measures to minimise the adverse effects.**

**Developments sensitive to pollutants will be permitted where the occupants would not experience adverse impact, or the impact can be overcome by mitigation measures.**

### Air Quality

**10.57** Saffron Walden has an AQMA that contains some road junctions where there is a risk that levels of nitrogen dioxide do not meet the national air quality objective. The Council will promote measures to improve air quality and will only support development if it would not prejudice achievement of the national air quality objectives.



## 10 Environment

Where possible development should contribute to improvements in air quality. The Council will bring forward proposals to address poor air quality in the AQMA through the UDC Air Quality Action Plan 2017 - 2022<sup>(60)</sup>.

**10.58** Poor air quality is also experienced alongside the M11 and the A120. A zone 100 metres on either side of the central reservation of the M11 and a zone 25 metres either side of the centre of the A120 have been identified to which Policy EN16 applies. Since both zones run through the countryside where there is strict control on new buildings it is unlikely there will be many proposed developments close to either road.

**10.59** When determining whether adverse effects are significant, reference will be made to the requirements set out within current UDC Air Quality Technical Planning Guidance.

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60 [Air Quality Action Plan 2017-2022 \(UDC, 2017\)](https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7346&p=0). Available:  
<https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=7346&p=0>

## Environment 10

### Policy EN 15

#### Air Quality

Development will be permitted where:

1. It can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from emissions to air; or
2. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality,.

Applicants must demonstrate that:

3. There is no adverse effect on air quality in an Air Quality Management Area (AQMA) from the development;
4. Pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;
5. Development has regard to relevant UDC Air Quality Technical Guidance;
6. Development within or affecting an Air Quality Management Area (AQMA) will also be expected to contribute to a reduction in levels of air pollutants within the AQMA;
7. Development will not lead to an increase in emissions, degradation of air quality or increase in exposure to pollutants at or above the health based air quality objective;
8. Any impacts on the proposed use from existing poor air quality are appropriately mitigated; and
9. The development promotes sustainable transport measures and use of low emission vehicles in order to reduce air quality impacts of vehicles.

Applicants shall, where appropriate prepare and submit with their application, a relevant assessment, taking into account guidance current at the time of application.

Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards they will be refused.

Where emissions from the proposed development approach EU Limit values or national objectives the applicant will need to assess the impact on local air quality by undertaking an appropriate air quality assessment. The assessment shall have regard to guidance current at the time of the application to show that the national objectives will still be achieved.

## 10 Environment

**Larger development proposals that require a Travel Plan and Transport Assessments/Statements as set out in Policy TA1 will be required to produce a site based Low Emission Strategy. This will be a condition on any planning permission given for any proposed development which may result in the deterioration of local air quality and will be required to ensure the implementation of suitable mitigation measures.**

### Contaminated Land

**10.60** The principle of sustainable development means that, where possible previously developed land (also known as brownfield sites) including those affected by contamination should be brought back into use. Any proposal on previously developed land needs to take proper account of potential contamination. Mitigation measures, appropriate to the nature and scale of the proposed development and which protect the water environment during remediation will need to be agreed.

#### Policy EN 16

##### Contaminated Land

**Development on a site where the land is known or suspected to be contaminated will be permitted providing that a risk assessment, site investigation, remediation proposals and timetable for remediation are provided and satisfactorily overcome the identified risk, including any potential risk of pollution of controlled waters (including ground water).**

**Specifically, applicants must demonstrate that the risk assessment, site investigation and remedial works have regard to and are in compliance with current UDC Contaminated Land Technical Guidance.<sup>(61)</sup>**

### Noise

**10.61** This policy aims to make sure that wherever practicable, noise sensitive developments are separated from major sources of noise such as road, rail and air transport and certain types of industrial development.

**10.62** The Civil Aviation Authority annually produces Noise Exposure Contours<sup>(62)</sup> for London Stansted Airport which are available on their website. Calculation of exposure to aircraft noise takes into account the level of use of each departure route and glide

61 [Land Affected By Contamination: Technical Guidance for Applicants & Developers \(Essex Contaminated Land Consortium, 2014\). Available:](https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=1915&p=0)

<https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=1915&p=0>

62 [Stansted Airport Noise Strategy & Action Plan 2013-2018 \(Building on a Sound Foundation\). Available:](http://mag-umbraco-media-live.s3.amazonaws.com/5346603/2016-noise-contour-stansted.pdf)

<http://mag-umbraco-media-live.s3.amazonaws.com/5346603/2016-noise-contour-stansted.pdf>

## Environment 10

path, the number of aircraft movements on each path and aircraft type. Noise contours are calculated for each year, and can be provided for future scenarios using assumptions when required. Monitoring of air noise will help to make sure that the policy continues to be applied to the most appropriate area. Noise sensitive developments include residential uses.

**10.63** Aircraft movements are a particular major source of noise in Uttlesford. London Stansted Airport Noise Strategy and Action Plan 2013-2018 (Building on a Sound Foundation) sets out what controls there are on noise generated by departing and arriving aircraft (Sections 5.1 and 5.2). The Strategy also sets out what controls there are on aircraft noise generated by ground operations (Section 5.3) and what the night noise restrictions are (Section 5.4). The Action Plan will be reviewed and, if necessary, revised at least every five years and whenever a major development occurs affecting the noise situation.

### Policy EN 17

#### Noise Sensitive Development

**Development will be permitted unless:**

- 1. The occupiers of surrounding land or the historic and natural environment is exposed to unacceptable adverse levels of noise and/or vibration (as defined within Uttlesford District Council's Noise Impact Technical Guidance<sup>(63)</sup>). Potentially noisy developments will be located in areas where noise will not be of significant consideration or where its impact can be minimised by mitigation.**
- 2. The future occupants of noise sensitive development would experience adverse levels of noise and/ or vibration disturbance (as defined by Uttlesford District Council's Noise Impact Technical Guidance)**

**Specifically applicants, where reasonable and proportionate, according to the end-use and nature of the area and application, must demonstrate that:**

- 3. Development has regard to the current Uttlesford District Council's Noise Assessment Technical Guidance and is assessed to the satisfaction of the Local Planning Authority**

**Any sources of noise and vibration generated by the development are adequately mitigated to prevent loss of amenity for existing and future occupants and land uses.**

63 [Noise Assessment Technical Guidance \(UDC, 2017\). Available:   
http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6973&p=0](http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6973&p=0)

## 10 Environment

### Light Pollution

**10.64** There is a potential conflict between keeping lighting to a minimum in order to safeguard the amenity of neighbouring properties, protect the character of the countryside, reduce harm to wildlife and maintain the visibility of the night sky whilst ensuring adequate lighting to meet safety, security and operational objectives. Lighting can also extend the opportunity for outdoor sport activities in the winter months when there is limited daylight.

**10.65** Lighting schemes must therefore be designed carefully to prevent light spillage and glare and to represent the minimum necessary for operational and security purposes. Schemes will be considered against the latest national guidance and lighting standards including the Guidance Notes for the Reduction of Obtrusive Light (2011)<sup>(64)</sup>

### Policy EN 18

#### Light Pollution

**Proposals for external lighting will be permitted where all the following criteria are met:**

- 1. It does not have an unacceptable adverse impact on neighbouring uses or the wider landscape;**
- 2. The level of lighting and its period of use is the minimum necessary for security and operational purposes;**
- 3. Low energy lighting is used in conjunction with features such as movement sensors, daylight sensors and time controls;**
- 4. The alignment of lamps and provision of shielding minimises spillage, glare and glow, including into the night sky;**
- 5. There is no loss of privacy or amenity to nearby residential properties and no danger to pedestrians and road users; and**
- 6. There is no harm to local ecology, intrinsically dark landscapes and/ or heritage assets.**

**The Council will seek to control the times of illumination including limiting the hours of use for external lighting of all the development.**

64 [Guidance Notes for the Reduction of Obtrusive Light \(Institute of Lighting Professionals, 2011\)](http://www.theilp.org.uk/documents/obtrusive-light) can be accessed on the website of the Institute of Lighting Professionals here: [www.theilp.org.uk/documents/obtrusive-light](http://www.theilp.org.uk/documents/obtrusive-light)

## Countryside 11

### Introduction

**11.1** As set out in the Spatial Strategy (see Section 3) of the Local Plan, the strategy for the rural areas in Uttlesford is to promote a sustainable rural economy and to address any issues of rural deprivation while at the same time protecting the important countryside assets including agricultural land, historic and landscape features and biodiversity. Strategic Policy SP10 – Protection of the Countryside in the Spatial Strategy section sets out the principle of the protection of the countryside for its intrinsic character and beauty. Policy SP10 also sets out the approach to development in the Green Belt and the London Stansted Airport Countryside Protection Zone.

**11.2** This section of the Local Plan sets out more detailed policies that will be applied when considering planning applications for development in the Countryside. These policies relate to: protection of landscape character; re-use of rural buildings; change of use of agricultural land to domestic garden; and new community facilities within the countryside.

### Landscape Character

**11.3** The District is made up of three main types of landscape. The largest area is the farmland plateau landscapes which are gently rolling landscapes with medium to large arable fields but well wooded in places. The landscape is cut into by river valleys providing in places long distance views across the valleys. The open nature of the skyline of the ridge tops is particularly visually sensitive to new development. There are four river valley landscapes in Uttlesford based on the Rivers Cam, Stort, Pant and Upper Chelmer. The valleys have flat or gently undulating valley floors and are served by several tributaries. The open skyline at the top of the valley slopes is particularly sensitive to change through development, as are the more intimate views between the lower slopes and the valley floor. The North West corner of the District is characterised by chalk upland landscapes which are rolling landscapes of broad round back ridges. They are characterised by expansive arable farmland providing panoramic views. The open nature of the skyline of the chalk ridge tops is particularly visually sensitive to change. Each of these landscape character types can be subdivided into Landscape Character Areas and 26 of these areas have been identified in Uttlesford. Detailed profiles of the Landscape Character Areas setting out the visual, historic and ecological characteristics, sensitivities to change and planning guidelines are set out in the Landscape Character Assessment for Uttlesford (Chris Blandford Associates; 2006)<sup>(65)</sup>.

**11.4** The landscape holds evidence of human activity in Uttlesford stretching back at least 50,000 years. Some irregular shaped fields are pre 18th Century but are probably of medieval origin and some maybe older. Larger more regular fields can be evidence of fields enclosed in the early post medieval period and later in the 18th and 19th Century as part of the parliamentary Enclosure Act. A number of small commons and linear roadside greens can also be found; the former have all been enclosed but the latter still largely survive as wide road side verges.

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65 [Landscape Character Assessment \(Chris Blandford Associates, 2006\). Available via the UDC website: https://www.uttlesford.gov.uk/article/4109/Environment](https://www.uttlesford.gov.uk/article/4109/Environment)

## 11 Countryside

**11.5** Throughout Uttlesford there is a network of minor roads which evolved in Roman and Saxon times when the area was first settled so they follow the contours of the landscape. They are of historical importance because they retain their original alignment linking ancient settlements. They are infinitely variable and picturesque. Some are sunken lanes with steep banks indicating that they are the routes of early settlers; others are broad byways indicating that they are early coaching routes. The lanes are identified on the Policies Map.

**11.6** Although the following policy will be most frequently used when considering applications within the countryside there may be instances where development within or on the edge of settlements can have an impact on the broader landscape. This policy will apply to development within and beyond development limits.

### Policy C 1

#### Protection of Landscape Character

Development will be permitted provided that:

1. Cross-valley views in the river valleys are maintained with development on valley sides respecting the historic settlement pattern, form and building materials of the locality;
2. Panoramic views of the plateaux and uplands are maintained especially open views to historic buildings and landmarks such as churches;
3. It preserves and enhances the historic settlement pattern, especially scale and density, and that it uses materials and colours that complement the landscape setting and landscape character. Such development should be well integrated with the surrounding landscape;
4. It preserves and enhances the landscape pattern and structure of woodland areas, hedgerows and individual trees and does not diminish the role they play in views across the landscape;
5. It preserves and enhances the historic landscape character of field patterns and field size, greens, commons and verges;
6. No material harm is caused to the form and alignment of protected historic lanes; and
7. It preserves and enhances the landscape significance and better reveals cultural and heritage links



## Countryside 11

### Re-use of Rural Buildings

**11.7** Buildings in the countryside, including listed and non-designated buildings outside the defined development limits of settlements, are an integral part of both the landscape and the local economy. It is therefore important to facilitate their reuse but in a manner which makes a positive contribution to both the rural landscape and the rural economy. In May 2013 the Government made changes to the Permitted Development rights to allow the change of use of agricultural buildings under permitted development for a range of uses subject to certain criteria being met. The policy below will only apply to those cases where planning consent is required. The first part of the policy determines a series of priorities in terms of the preferred use of rural buildings and the second addresses the quality and character of the building. The implications of the policy are that not all buildings will necessarily be appropriate for another use.

#### Policy C 2

##### Re-use of Rural Buildings

**The re-use of rural buildings (where permission is required) outside the defined development limits will be permitted provided that:**

- 1. The buildings are of a permanent and substantial construction;**
- 2. The buildings are capable of conversion without major reconstruction or significant extension;**
- 3. The buildings are not of an essential agricultural need to support an existing rural enterprise and the buildings loss would not result in additional buildings being required;**
- 4. The development would protect or enhance the character of the countryside, its amenity value and its biodiversity and not result in a significant increase in noise and light levels or other adverse impacts; and**
- 5. The development would not place unacceptable pressures on the surrounding rural network in terms of traffic levels, road safety, countryside character or amenity.**

### Change of use of Agricultural Land to Domestic Garden

**11.8** Proposals to change agricultural land to domestic garden will be acceptable where there is no material change to the character or appearance of the surrounding countryside and should not create wedges of domestic garden intruding into an agricultural landscape. Proposals could include, for example, unworkable corners of fields. Proposals should include appropriate boundary treatments like native hedges or



## 11 Countryside

post and rail fencing which do not have the effect of urbanising the area or changing the openness of the countryside. If structures in the new garden, like sheds etc, would change the open character the Council may impose conditions removing permitted development rights when granting planning permission.

### Policy C 3

#### Change of Use of Agricultural Land to Domestic Garden

**Change of use of agricultural land to domestic garden will be permitted if the proposal, particularly its scale and means of enclosure, does not result in a material change in the character and appearance of the surrounding countryside.**

#### New Community Facilities within the Countryside

**11.9** In line with the Essex Rural Strategy 2016 – 2020 (RCCE 2016) and successor documents published by Essex Rural Partnership the Council seeks to promote vibrant, mixed and sustainable rural communities. Applications to provide and/or improve community facilities in the District will be favourably considered, providing the scale of the development is proportionate to the size of the catchment population it serves. Community facilities include buildings such as village or community halls, youth clubs, places of worship, education, childcare facilities and healthcare facilities.

### Policy C 4

#### New Community Facilities within the Countryside

**The provision of new or replacement outdoor sport, recreational or community facilities is considered acceptable beyond development limits.**

**Facilities will be permitted if the following criteria are met:**

- 1. The need for the facility can be demonstrated;**
- 2. The need cannot be met on a site within the development limits; and**
- 3. The site is well related to the settlement.**



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## Clavering 13

### Residential Sites

#### Policy CLA 1

##### Land south of Oxleys Close

**Quantum of Development:** 13 No. dwellings

**Site Area:** 0.6 hectares

Land South of Oxleys Close, Clavering, as shown on the Policies Map, is allocated for the development of approximately 13 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
2. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
3. Appropriate ecological survey will be required; and
4. Careful consideration to be given to southern boundary treatment of the site.

**Site description:** This is a greenfield site on the southern edge of Clavering. Site is bound by residential properties to the north, agricultural fields to the south and east and Stortford Road and agricultural fields to the west.

**Constraints:** No known constraints on site.

**Did the site have planning permission at 1st April 2017:** Planning Permission granted February 2016 (UTT/15/2606/DFO).

## 14 Debden

### Residential Sites

#### Policy DEB 1

##### Land west of Thaxted Road

**Quantum of Development:** 25 No. dwellings

**Site Area:** 0.8 hectares

Land west of Thaxted Road, Debden, as shown on the Policies Map, is allocated for the development of approximately 25 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals; and
5. Appropriate ecological survey will be required.

**Site description:** This is a greenfield site located on the southern edge of Debden. Site is bound by residential properties on the northern and eastern boundaries and agricultural fields on the western and southern boundaries.

**Constraints:** Development needs to avoid area subject to flooding from the brook to the south of the site.

**Did the site have planning permission at 1st April 2017:** No

**Elsenham 15****Residential Development****Policy ELS 1****Land south of Rush Lane**

**Quantum of Development:** 40 No. dwellings

**Site Area:** 2.3 hectares

Land south of Rush Lane, Elsenham as shown on the Policies Map, is allocated for the development of approximately 40 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides 40 residential dwellings and recreational open space;  
The informal recreation open space be located on the southern half of the site and link with the open space being provided with the housing development south of Stansted Road;
2. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals; and
5. Appropriate ecological survey will be required.

**Site description:** This is a greenfield site in the south-western part of Elsenham. Site is bounded by residential development on the western, southern and northern boundaries and a timber yard on the eastern boundary.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** No

## 15 Elsenham

### Policy ELS 2

#### Land west of Hall Road

**Quantum of Development:** 130 No. dwellings

**Site Area:** 6.6 hectares

Land west of Hall Road, Elsenham as shown on the Policies Map, is allocated for the development of approximately 130 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site; The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals; and
5. Part of the development site (approx. 1Ha) be retained for educational purposes as part of expansion of Elsenham Primary School.

**Site description:** This is a greenfield site in the south-eastern part of Elsenham. Site is bounded by a primary school to the north, a railway line to the west and agricultural fields mark southern and eastern boundaries.

**Constraints:** Loss of land for educational expansion to housing. However it is proposed that part of the site is safeguarded for educational purposes.

**Did the site have planning permission at 1st April 2017:** Allocation. Permission granted April 2015 for access road into development site approved under UTT/13/0177/OP (UTT/15/0792/FUL)

## Elsenham 15

**Policy ELS 3****Land north of Leigh Drive****Quantum of Development:** 20 No. dwellings**Site Area:** 0.8 hectares

Land north of Leigh Drive, Elsenham as shown on the Policies Map, is allocated for the development of approximately 20 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirements will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site; The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site description:** This is a greenfield site and forms part of the larger development north of Stansted Road

**Constraints:** No known onsite constraints

**Did the site have planning permission at 1st April 2017:** Outline planning permission granted 14 November 2016 (UTT/15/3090/OP)

**15.1** In addition to the above sites there are a number of sites in Elsenham which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map



## 15 Elsenham

### Policy ELS 4

#### Residential Commitments

The following sites identified on the policies map are committed for residential development

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Elsenham Nurseries, Stansted Road	3.4	40
Former Goods Yard, Old Mead Lane	0.29	10
Land north of Stansted Road	7.0	121
Land south of Stansted Road	12.8	116
<b>TOTAL</b>		<b>287</b>

## Felsted 16

### Residential Sites

#### Policy FEL 1

##### Land north of Station Road

**Quantum of Development:** 40 dwellings

**Site Area:** 3ha

Land north of Station Road as shown on the Policies Map is allocated for development of approximately 40 houses, community uses and open space. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
4. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
5. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site description:** this is a greenfield site located at the western edge of the village.

**Constraints:** none known on site

**Did the site have planning permission at 1st April 2017?** No:

## 16 Felsted

### Policy FEL 2

#### Land east of Braintree Road

**Quantum of Development:** 30 dwellings

**Site Area:** 2.5ha

Land east of Braintree Road as shown on the Policies Map is allocated for development of approximately 30 houses and open space. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
4. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
5. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site description:** this is a greenfield site located at the eastern edge of the village.

**Constraints:** none known on site

**Did the site have planning permission at 1st April 2017?** No:

**16.1** In addition to the above sites the following site will contribute to the housing supply within the District. As at April 2017 it had planning permission and is under construction. There are no specific policies for the site. The site is identified on the policies map

### Policy FEL 3

#### Residential Commitments

The following site identified on the Policies Map is committed for residential development.

Site	Site Area (Hectares)	Outstanding capacity as at April 2017
Former Ridleys Brewery Site	1.5	21

## Flitch Green 17

### Residential Sites

**17.1** There are a number of sites in Flitch Green which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map

#### Policy FLI 1

##### Residential Commitments

The following sites identified on the policies map are committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Land off Tanton Road	3.3	47
Land at Webb Road and Hallett Road	0.6	25
<b>TOTAL</b>		<b>72</b>

## 18 Great Chesterford

### Residential Sites

#### Policy GtCHE 1

##### Land north of Bartholomew Close

**Quantum of Development:** 11 No. dwellings

**Site Area:** 0.43 hectares

Land North of Bartholomew Close, Great Chesterford as shown on the Policies Map, is allocated for the development of approximately 11 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community; and
2. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

**Site description:**

This is a Greenfield site located in the north western part of Great Chesterford. Site lies in the heart of a mainly residential area.

**Constraints:** No known on site constraints.

**Did the site have planning permission at 1st April 2017:** Outline planning permission granted 16 October 2014 (UTT/14/0425/OP)

**18.1** There are a number of sites in Great Chesterford which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map

## Great Chesterford 18

## Policy GtCHE 2

## Residential Commitments

The following sites identified on the proposals map are committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017 (net)
New World Timber and Great Chesterford Nursery, London Road	0.9	42
Land at Thorpe Lea, Walden Road	1.43	29
<b>TOTAL</b>		<b>71</b>

## Education / Community Sites

## Policy GtCHE 3

## Land adjacent Community Centre

**Site Area:** 2.1 hectares

Land adjacent to the east of Great Chesterford Community Centre is safeguarded for potential future education use or other community uses.

1. The application should be accompanied by a Flood Risk Assessment and any improvements/remedial works will be controlled through the legal obligation.

**Site Description:** This is a greenfield site located on the northern edge of Great Chesterford. Site is bound by residential development to the south, Chesterford Community centre to the west and agricultural fields to the north and east.

**Constraints:** Heritage, Archaeology and Access. Any application on site will need to be accompanied by a Heritage Impact and Archaeological Assessments to demonstrate that the development will have no adverse impact upon the setting of the adjacent ancient monument and any archaeological remains on site. Any application in site would also need to be accompanied by a Transport Assessment to demonstrate that there would be suitable access to the site and there would be no adverse impact upon Newmarket Road.

**Did the site have planning permission at 1st April 2017:** No

19

Great Dunmow

Residential Sites

Intentionally left blank

## Great Dunmow 19

## Policy GtDUN 1

**Land west and south west of Great Dunmow****Quantum of Development:** 400 No. dwellings**Site Area:** 31 Hectares

Land west and south-west of Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 400 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development is an enabling development, in order to part fund/provide land for the provision of a new secondary school;
2. A site of 14 hectares is protected for the development of a new secondary school provision; incorporating replacement playing fields (both natural and artificial) of at least equivalent in quantity and quality to the facilities that they will replaced and to be available for community use outside of school hours;
3. The development provides for a mixed and balanced community and at least 5% of the residential units across tenure shall be 1 or 2 bedrooms suitable for the accommodation of the elderly;
4. It provides land and the provision of a new Health Centre of approximately 1800m<sup>2</sup> floorspace together with parking and an ambulance pick up / drop off point (and in accordance with Great Dunmow Neighbourhood Plan Policy HE11);
5. It includes the provision of cycleways / footpath links from the development to the primary schools, existing secondary school and the site of the proposed new secondary school, and the Flitch Way, and makes an appropriate contribution, through a planning obligation, to the provision of cycleways/ footpaths from the development to the Town Centre (in accordance with Great Dunmow Neighbourhood Plan Policy GA2);
6. It provides for open space within the development including informal recreation areas, the provision of children's play spaces (LEAPs and NEAPs) and a substantial strategic landscape buffer to the south along the boundary of the Flitch Way Country Park;
7. Be designed to avoid unnecessary harm to the living conditions of neighbouring residents;
8. This policy links to Great Dunmow Neighbourhood Plan Policy SOS2: Sporting Infrastructure Requirements and position SOS-A in the Neighbourhood Plan. This policy promotes this site as suitable for the ambitions for sporting infrastructure of the Neighbourhood Plan;
9. The existing Flitch Way, which runs through this site, and its setting, must be protected in the event of any development of this site, with a buffer running either side of the Flitch Way;
10. These and any other requirements for contributions through a planning obligation will need to take account of the effect on the viability of the



## 19 Great Dunmow

development as a whole and its requirement to facilitate the development of the secondary school and medical Centre;

11. Attention must be paid to protecting the setting of the existing properties west of Buttleys Lane, and minimising the light pollution they will experience from development. Attention must likewise be paid to the Grade II Listed Folly Farm, Highwood Farm and Round House to protecting its setting by ensuring a buffer zone separates this collection of buildings from new development;
12. Development of the site must be sympathetic to the fact that the site adjoins the town's Conservation Area;
13. Any successful application for development must be accompanied by a thorough assessment of the site's archaeological deposits.
14. The application must be accompanied by a transport assessment, travel plan and minerals resource assessment.

## Great Dunmow 19

**Site Description:** The 17 hectare site to the west of Great Dunmow, south of Stortford Road and north of the Flitch Way is a strategic allocation enabling residential development to support the provision of a medical centre within the site and a new secondary school with playing fields on a 14 hectare site to the west. The site is on a key approach to Great Dunmow and improvements to this approach will be sought as part of the development.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** No

## 19 Great Dunmow

### Policy GtDUN 2

#### Land at Helena Romanes School

**Quantum of Development:** 150 No dwellings

**Site Area:** 8.8 hectares

Land at Helena Romanes School, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 150 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development is an enabling development, in order to part fund the development of a new secondary school appropriately located to serve the growing population of Great Dunmow, for example on land adjacent to Buttleys Lane, South of Stortford Road;
2. There will be no loss of sports provision until new playing fields (both natural and artificial) of at least equivalent in quantity and quality are available for community use outside of school hours. Great Dunmow Leisure Centre is to remain operational throughout development of the site;
3. Provide a footpath-cycleway (as per Policy GA1: Core Footpath and Bridleway Network of the Great Dunmow Neighbourhood Plan) running through the site, north-south, from the bypass at Woodland's Park Sector 4 to linking rights of way through the Woodland's Park Sectors 1-3 sites;
4. Make an appropriate contribution, through a planning obligation, to the provision of cycleways / footpaths from the development to the primary and secondary schools and the Town Centre (in accordance with Great Dunmow Neighbourhood Plan Policy GA2);
5. Provide children's play spaces (LEAPs) and the design of the site will take account of the need to ensure a satisfactory relationship with Frederick's Spring and the open countryside;
6. Include a landscaped strip, which may incorporate native trees and hedgerows and a shrubland area for wildflowers, designed so that it can also be used as an informal walkway adjoining the new development and the existing properties of Parsonage Downs;
7. Protect the setting of the listed buildings to the east and west of the site, and the associated Conservation Area;
8. Be designed to avoid unacceptable harm to the living conditions of neighbouring residents;
9. The application should be accompanied by a Transport Assessment, an approved Waste Water and Surface Water Drainage Strategy, and other required documents, and any recommended improvements / remedial works will be controlled through the legal obligation; and
10. Development will need to be implemented in accordance with this policy and the Great Dunmow Neighbourhood Plan.

## Great Dunmow 19

**Site Description:** The 9.7 hectare site of the existing Helena Romanes School is a strategic allocation for residential development. It is recognised by the Helena Romanes School and other appropriate authorities that an increase in secondary school capacity in Great Dunmow is required. The relocation of the school to a new site provides the opportunity to provide a larger and modern school. This site is released for the development of a 150 residential units if Helena Romanes' School relocates to another site appropriately located to serve the growing population of Great Dunmow and the site is no longer required for education use. Permission for the development will not be granted until there is a clear and binding commitment, subject only to funding from the release of this site for development, to the provision of a replacement secondary school.

The policy protects the setting and value-to-wildlife of Parsonage Downs, and of the wildlife corridor of which the school site and the Downs are a part. It also seeks provide a footpath-cycleway (as per Policy GA1: Core Footpath and Bridleway Network of the Great Dunmow Neighbourhood Plan) running through the site, north-south, from the bypass at Woodland's Park Sector 4 to linking rights of way through the Woodland's Park Sectors 1-3 sites.

Because the full value of the development is required to part fund the building of the new school there will be no requirement for the site to provide the usual community benefits in terms of affordable housing. The existing leisure centre is not affected by this proposal and will remain on the site. When determining planning applications, reference should be made to the Great Dunmow Neighbourhood Plan which sets out the character and assets which need protecting and makes suggestions as to design and layout.

**Constraints:** There are no known constraints on site

**Did the site have planning permission at 1st April 2017:** No

## 19 Great Dunmow

### Policy GtDUN 3

#### Woodfield, Woodside Way

**Quantum of Development:** 120 No. dwellings

**Site Area:** 5 hectares

Wood Field, Woodside Way, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 120 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community, including at least 5% 1 and 2 bed dwellings suitable for the elderly;
2. It provides for open space within the development including informal recreation areas, and the provision of children's play spaces (LEAPs and NEAPs); The application should be accompanied by a Transport Assessment, flood Risk Assessment, Approved Drainage Strategy and other required document and any recommended improvements/remedial works will be controlled through the legal obligation;
3. Development proposals will need to demonstrate that they will have no adverse impact on the ancient woodland adjacent to the site; and
4. Development will need to be implemented in accordance with design guidance approved by the Great Dunmow Neighbourhood Plan and Uttlesford Council.

**Site Description:** This is a greenfield site located to the west of Great Dunmow. Site is bound by agricultural fields and woodland, with residential properties in close proximity of the eastern boundary of the site.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** No

## Great Dunmow 19

**Policy GtDUN 4****Land south of B1256 (Stortford Road) and west of Buttleys Lane****Quantum of Development:** 60 No. dwellings

Site Area: 2.13 hectares

Land south of B1256 (Stortford Road) and West of Buttleys Lane, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 60 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of the existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. Attention must be paid to protecting listed buildings and their settings particularly Highwood Farmhouse, the Round House, and the Gatehouse to Easton Lodge
5. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals; and
6. Development proposals will need to demonstrate that they will have no adverse impact on the High Wood SSSI located adjacent to the site.

**Site Description:** This is a part brownfield / part greenfield site located to the west of Great Dunmow. Site is bound by a residential property to the south, a business premise to the west and agricultural fields to the north and east.

**Constraints:** Site is adjacent to High Wood SSSI on northern side of Stortford Road.

**Did the site have planning permission at 1st April 2017:** No

## 19 Great Dunmow

### Policy GtDUN 5

#### Oaklands, Ongar Road

**Quantum of Development:** 25 No. dwellings

**Site Area:** 1.2 hectares

Oaklands, Ongar Road, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 25 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community; Development respects the amenity of the existing dwellings adjoining the site; The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
2. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
3. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a part brownfield/ part greenfield site located to the west of Great Dunmow. Site is bound by A120 to west, residential development to the north east and greenfield land to the east and north west

**Constraints:** Development will need to mitigate noise pollution from the A120.

**Did the site have planning permission at 1st April 2017:** No

## Great Dunmow 19

**Policy GtDUN 6****14 Stortford Road, Perkins Garage site****Quantum of Development:** 12 No. dwellings**Site Area:** 0.1 hectare

14 Stortford Road, Perkins Garage, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 12 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. Development respects the amenity of the existing dwellings adjoining the site; The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
2. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
3. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a brownfield site located in the centre of Great Dunmow. Site lies within a predominately residential area with Foakes Hill Town Hall marking the eastern boundary

**Constraints:** Potential contamination from previous on-site use. Any development proposal on site will require a supporting contamination assessment.

**Did the site have planning permission at 1st April 2017:** Allocation (planning permission granted October 2013 has expired UTT/12/5270/FUL)



## 19 Great Dunmow

### Policy GtDUN 7

#### Land east of St Edmunds Lane

**Quantum of Development:** 22 No. dwellings

**Site Area:** 1.8 hectares

Land East of St Edmunds Lane, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 22 self/custom build dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
4. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
5. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a greenfield site located to the east of Great Dunmow centre. Site is bound by residential development to the west, a bowling green to the south and open fields to the east and north.

**Constraints:** Landscape – The development proposal will need to demonstrate that there will be no adverse impact on the surrounding landscape.

**Did the site have planning permission at 1st April 2017:** Outline planning permission granted May 2015 (UTT/14/0472/OP)

## Great Dunmow 19

## Policy GtDUN 8

**Land west of Chelmsford Road****Quantum of Development:** 370 No. dwellings**Site Area:** 20 hectares

Land west of Chelmsford Road, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 370 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community including a 70 bed residential care facility 1.4 hectares retail and 2.1 hectares employment land;
2. 1.4 hectares retail and 2.1 hectares employment land provided;
3. It provides 1.7 ha of land and an appropriate contribution towards the provision of pre-school and primary education facilities;
4. Development respects the amenity of the existing dwellings adjoining the site; The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
5. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
6. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a vacant greenfield site located to the south of Great Dunmow town centre. Site is bound by residential development to the north and west, the A120 to the south and various business parks to the east.

**Constraints:** No major constraints on site

**Did the site have planning permission at 1st April 2017:** Planning permission granted 4 November 2014 (UTT/13/1684/OP) with phase 1 comprising detailed consent for 115 dwellings with no matters reserved and Phase 2 with all matters reserved.

## 19 Great Dunmow

### Policy GtDUN 9

#### Land west of Woodside Way

**Quantum of Development:** 790 No. dwellings

**Site Area:** 53 hectares

West of Woodside Way, Great Dunmow as shown on the Policies Map, is allocated for the development of approximately 790 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community including 2.1 hectares of land for a primary school;
2. Development respects the amenity of existing dwellings adjoining the site; The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
5. Prior to approval of development, a Mineral Resource Assessment must be prepared, in consultation with the Mineral Planning Authority, to assess the need for prior extraction.

**Site Description:** This is a Greenfield site to the west of Great Dunmow. Site is bound by residential development and a supermarket to the east and agricultural fields to the south, west and north.

**Constraints:** Site is adjacent to an SSSI and Ancient Woodland; any development on site will need to demonstrate that it does not have an adverse impact on these natural assets.

**Did the site have planning permission at 1st April 2017:** Outline planning permission granted 27 October 2015 (UTT/13/2107/OP). Reserved Matters approved December 2016 for accesses to the site and principal roads (UTT/16/1466/DFO)

**19.1** There are a number of sites in Great Dunmow which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map

## Great Dunmow 19

**Policy GtDUN 10****Residential Commitments**

The following sites identified on the policies map are committed for residential development

Site	Site Area (hectares)	Outstanding capacity as at April 2017 (net)
Brick Kiln Farm, St Edmunds Lane	12.8	40
North of Ongar Road	3.6	60
South of Ongar Road	4.0	99
Woodlands Park, Sectors 1 - 3	46	638
Woodlands Park Sector 4 Little Easton Parish	11.1	124
<b>TOTAL</b>		<b>961</b>

**Development Opportunity Sites**

## 19 Great Dunmow

### Policy GtDUN 11

#### Development Opportunity Sites

**Site Area:** 0.42

The Council will support development and redevelopment opportunities for town centre uses in the following town centre locations:

1. Council Depot, off New Street (0.3 Hectares); and
2. Post Office Yard (0.12 Hectares)

Development should form part of a comprehensive development or not prevent the development of any other part of the site and should seek to retain or enhance the existing public car parking offer currently available.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

**Site Description:** These are two brownfield sites located in the centre of Great Dunmow.

The Council Depot site is bound by residential development to the west, east and north and by Dunmow United Reformed Church and Hasler's Yard Industrial Estate to the south.

The Post Office Yard is bound by residential development to the west, east and south and by Great Dunmow High Street to the south.

**Constraints:** Council Depot: Potential Contamination – Any development proposal will need to be accompanied by a Contamination Report to demonstrate that any on-site contamination will be mitigated against on site.

The Post Office Yard lies within the Conservation Area and the Council Depot lies adjacent to the conservation area. There are numerous listed buildings in close proximity to the sites. Any development must ensure the preservation of the listed buildings and their setting; and also conserve or enhance the conservation area in accordance with policy.

**Did the sites have planning permission at 1st April 2017:** No

## Great Easton 20

### Residential Sites

#### Policy GtEAS 1

##### Land off Brocks Mead

Quantum of Development: 20 No. dwellings

Site Area: 0.7 hectares

The site off Brocks Mead, Great Easton as shown on the Policies Map is allocated for the development of approximately 20 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
4. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
5. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site description:** This is a greenfield site on the southern eastern edge of the town.

**Constraints:** The site adjoins the conservation area. It is in close proximity to St John's Church, the listed buildings of Easton Hall and the scheduled monument and listed buildings on The Endway

**Did the site have planning permission at 1st April 2017:** No

## 21 High Roding

### Residential Sites

**21.1** There is a site in High Roding which will contribute to the housing supply within the District. As at April 2017 the following site had planning permission and is under construction. There are no specific policies for the site. The site is identified on the policies map.

#### Policy HROD 1

##### Residential Commitments

The following site identified on the proposals map is committed for residential development.

Site	Site Area (hectares)	Outstanding Capacity as at April 2017
Land at Meadow Nursery	1.08	40

## Little Canfield 22

### Employment Sites

#### Policy LtCAN 1

##### Land to the south of B1256 Little Canfield

**Site Area:** 6.2 hectares

Land south of the B1256 Little Canfield is allocated for a new Council Depot comprising vehicle workshop, office building and storage and for employment purposes for Business uses (Use class B1). The following criteria must be met:

1. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
2. A Landscape and Visual Impact Assessment and a Heritage Impact Assessment will be required and should inform the design and layout of the site proposals;
3. The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy, and other required document and any recommended improvements/remedial works will be controlled through the legal obligation.

**Site Description:** This greenfield site is located between the Stortford Road, the B1256 and the Flitch Way. There are commercial units to the south east and to the west of the site. There are residential properties located adjacent to the site.

**Constraints:** Areas of the site are subject to surface water flooding; The site is adjacent to listed buildings and the Flitch Way Local Wildlife Site

**Did the site have planning permission at 1st April 2017:** No



## 23 Little Chesterford

### Employment Sites

#### Policy LtCHE 1

##### **Chesterford Research Park**

Site Area: 29.4 hectares

The Council will support the development of Chesterford Research Park for B1b (Research and Development) and associated activities and facilities provided the development proposals are in conformity with the latest approved masterplan.

**Site Description:** This is a part brownfield/ part greenfield site located to the east of Little Chesterford village. Site is bound by agricultural land.

**Constraints:** There are a number of ancient woodlands in the vicinity of the site and an ancient monument at Paddock Wood to the north of the site.

**Did the site have planning permission at 1st April 2017:** Initial Master Plan September 2006

## Little Dunmow 24

### Residential Sites

There is a site in Little Dunmow which will contribute to the housing supply within the District. As at April 2017 the following site had planning permission and is under construction. There are no specific policies for the site. The site is identified on the policies map

#### Policy LtDUN 1

##### Residential Commitments

The following site identified on the policies map is committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Dunmow Skips Site	1.16	16

## 25 Little Hallingbury

### Residential Sites

There is a site in Little Hallingbury which will contribute to the housing supply within the District. As at April 2017 the following site had planning permission and is under construction. There are no specific policies for the site. The site is identified on the policies map

#### Policy LtHAL 1

##### Residential Commitments

The following site identified on the proposals map is committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Land at Dell Lane, Little Hallingbury	0.7	16

**Newport 26****Residential Sites****Policy NEWP 1****Land west of London Road**

Quantum of development: 94 No. dwellings

**Site Area:** 4.5ha

Land west of London Road, Newport, as shown on the Policies Map, is allocated for the development of approximately 94 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of the existing dwellings adjoining the site;
3. A transport assessment may be required to support the planning application and appropriate access arrangements to be agreed to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposed.

**Site description:** this is a greenfield site on the southern edge of the town. Residential development lies to the north east and south of the site and the primary school lies to the west of the site.

**Constraints:** the site is close to the conservation area

**Did the site have planning permission at 1st April 2017:** No

## 26 Newport

### Policy NEWP 2

#### Land at Bricketts, London Road

**Quantum of Development:** 11 dwellings

**Site Area:** 0.7 hectare

Bricketts, London Road, Newport, as shown on the Policies Map, is allocated for the development of approximately 11 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of the existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a part brownfield/ part greenfield site located on the southern edge of Newport. Site is bounded by a hedgerow, with residential properties adjacent to the northern boundary of the site, the B1383 to the east and agricultural fields to the south and west.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** Planning permission granted for 11 dwellings on part of the site in January 2016 (UTT/15/3423/FUL)

**Newport 26****Policy NEWP 3****Land at Holmewood, Whiteditch Lane****Quantum of Development:** 12 No. dwellings**Site Area:** 1.4 hectares

Land at Holmewood, Whiteditch Lane, Newport, as shown on the Policies Map, is allocated for the development of approximately 12 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of the existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a part brownfield, part greenfield site located on the northern edge of Newport. Site currently comprises a farm and ancillary land uses. The site is surrounded by a mix of low density residential development and agricultural fields.

**Constraints:** Access - The development proposal will need to demonstrate through a Transport Assessment that suitable access can be provided.

**Did the site have planning permission at 1st April 2017:** Planning permission granted May 2016 (UTT/15/0879/OP)

## 26 Newport

### Policy NEWP 4

#### Land at Bury Water Lane

**Quantum of Development:** 81 No. extra care units

**Site Area:** 2.1 hectares

Land at Bury Water Lane, Newport, as shown on the Policies Map, is allocated for a residential care facility comprising a care home and approximately 81 extra care units plus associated communal facilities. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. Development respects the amenity of the existing dwellings adjoining the site;
2. A transport assessment may be required to support the planning application and appropriate access arrangements to be agreed to the satisfaction of the highway authority; and
3. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposed.

**Site Description:** This site is a former garden nursery previously containing glasshouses.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** Permission granted November 2016 for residential care home facility (UTT/16/0459/OP)

**26.1** There are a number of sites in Newport which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map

## Newport 26

**Policy 1**

The following sites identified on the proposals map is committed for residential development

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Bury Water Lane/ Whiteditch Lane	6.8	84
Land opposite Branksome, Whiteditch Lnae	1.0	20
Land south of Wyndhams Croft, Whiteditch Lane	1.6	15
Land west of Cambridge Road	1.5	34
Reynolds Court, Gaces Acre	0.3	7
<b>TOTAL</b>		<b>160</b>

**Education / Community Sites****Policy NEWP 5****Land adjacent Newport Primary School**

**Site Area:** 0.36 hectares

Land south of Newport Primary School as shown on the policies map, is safeguarded for potential future education use.

**Site Description:** This is a greenfield site to the south of the primary school

**Constraints:** none known on site

**Did the site have planning permission at 1st April 2017:** No



## 27 Quendon and Rickling

### Residential Sites

#### Policy QUE 1

##### Land east of Foxley House

**Quantum of Development:** 19 No. dwellings

**Site Area:** 0.64 hectares

Land east of Foxley House, Quendon and Rickling, as shown on the Policies Map, is allocated for the development of approximately 19 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
5. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies.
6. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

**Site Description:** This is currently a vacant greenfield site within the southern part of Quendon. To the west, south and north are residential properties and to the east is the B1383 and agricultural fields.

**Constraints:** Conservation Area and Listed Buildings – site lies in close proximity to Quendon and Rickling conservation area and listed buildings. Development will need to respect the setting of the Conservation Area and Listed Buildings.

**Did the site have planning permission at 1st April 2017:** No

**27.1** There is a site in Quendon and Rickling which will contribute to the housing supply within the District. As at April 2017 the following site had planning permission and is under construction. There are no specific policies for the site. The site is identified on the policies map.

## Quendon and Rickling 27

### Policy QUE 2

#### Residential Commitments

The following site identified on the proposals map is committed for residential development

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Ventnor Lodge, Cambridge Road	0.5	12

## 28 Radwinter

### Residential Sites

**28.1** There is a site in Radwinter which will contribute to the housing supply within the District. As at April 2017 the following site had planning permission and is under construction. There are no specific policies for the site. The site is identified on the policies map.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Land north of Walden Road	1.4	22

## Saffron Walden 29

### Residential Sites

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## 29 Saffron Walden

### Policy SAF 1

#### Land north of Thaxted Road

**Quantum of Development:** 150 No. dwellings

**Site Area:** 7.92 hectares

Land north Thaxted Road, Saffron Walden, as shown on the Policies Map, is allocated for the development of approximately 150 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community to include at least 5% older persons 1 and 2 bed dwellings across tenure;
2. Development respects the amenity of the existing dwellings adjoining the site;
3. A Transport Assessment will be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. An Air Quality Assessment will be required to demonstrate the development will have no adverse impact on the Saffron Walden AQMA. The Air Quality Assessment will also need to demonstrate that if there is a potential impact on the AQMA, suitable mitigation measures are put in place;
5. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
6. Appropriate ecological survey will be required;
7. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies.
8. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions;
9. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
10. Development will need to be implemented in accordance with the Master Plan and design guidance approved by the Council and other Development Management policies. Implementation of the Master Plan proposals will be regulated by legal obligation in association with the grant of planning permissions; and
11. The Master Plan needs to make provision for the delivery of a link road between Thaxted Road and Radwinter Road.

**Site Description:** This is a greenfield site on the south eastern edge of Saffron Walden. The site is bounded by residential development to the north and south.  
**Constraints:** Impact on the Saffron Walden AQMA – An Air Quality Assessment will be required to accompany any application to demonstrate the development of this site will have no adverse impact on the Saffron Walden AQMA.

**Saffron Walden 29**

Highways Impact - The application will need to be accompanied by Transport Assessment to demonstrate that there will be no adverse impact upon the highway network.

**Contamination** - A Contamination Report will be required to demonstrate there is no contamination on site due to adjacent landfill site.

**Did the site have planning permission at 1st April 2017:** No

## 29 Saffron Walden

### Policy SAF 2

#### Land east of Little Walden Road

**Quantum of Development:** 85 No. dwellings

**Site Area:** 3.69 hectares

Land to the east of Little Walden Road, as shown on the Policies Map, is allocated for the development of approximately 85 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of the existing dwellings adjoining the site;
3. A Transport Assessment will be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. An Air Quality Assessment will be required to demonstrate the development will have no adverse impact on the Saffron Walden AQMA. The Air Quality Assessment will also need to demonstrate that if there is a potential impact on the AQMA, suitable mitigation measures are put in place;
5. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
6. Appropriate ecological survey will be required;
7. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions; and
8. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

**Site Description:** This is a greenfield site on the northern edge of the town. The site is bounded by residential development to the south and agricultural land on the other boundaries.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** No

## Saffron Walden 29

**Policy SAF 3****Land at Viceroy Coaches, to rear of 10-12 Bridge Street****Quantum of Development:** 10 No. dwellings**Site Area:** 0.25 hectares

Land at Viceroy Coaches, to r/o 10 – 12 Bridge Street, Saffron Walden, as shown on the Policies Map, is allocated for the development of approximately 10 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
5. Appropriate ecological survey will be required;
6. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies.
7. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions;
8. Development does not have an adverse impact on Conservation Area and does not impact upon the Listed building of 12 Bridge Street.

**Site Description:** This is a brownfield site located in the north western part of Saffron Walden. Site is bound by a public house to the north, residential properties to the south and west and Bridge End Gardens to the east.

**Constraints:** Site is within a Conservation Area. There is a listed building on the site frontage and there are numerous listed buildings surrounding the site. Any proposals on site will need to demonstrate that they will not impact upon the setting of the Conservation Area, the listed building on site and adjacent listed buildings. AQMA - Site is within the Saffron Walden AQMA and will need to demonstrate that the development proposal will not have an adverse impact on the AQMA.

**Did the site have planning permission at 1st April 2017:** No



## 29 Saffron Walden

### Policy SAF 4

#### Jossaumes, Thaxted Road

**Quantum of Development:** 12 No. dwellings

**Site Area:** 0.4 hectares

Jossaumes, Thaxted Road, Saffron Walden, as shown on the Policies Map, is allocated for the development of approximately 12 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals; and
5. A Contamination report will be required to identify and potential contamination on site and mitigation measures.

**Site Description:** This brownfield site is located within the town and surrounded by residential development

**Constraints:** There are 2 listed buildings on the site frontage. Any proposals on the site will need to conserve and enhance the listed buildings.

Need to assess whether there is contamination from past and existing uses and undertake any mitigation measures if needed.

Site is within the Saffron Walden AQMA and will need to demonstrate that the development proposal will not have an adverse impact on the AQMA

**Did the site have planning permission at 1st April 2017:** No

**Saffron Walden 29****Policy SAF 5****Land at De Vigier Avenue**

**Quantum of Development:** 14 No. dwellings

**Site Area:** 0.5 hectare

Land at De Vigier Avenue, Saffron Walden, as shown on the Policies Map, is allocated for the development of approximately 14 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a greenfield site located at the north eastern corner of Saffron Walden. Site is bounded by residential development to the south, the Ridgeons development site to the east and by agricultural fields to the west and north

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** No

## 29 Saffron Walden

### Policy SAF 6

#### Land south of Tiptofts, Thaxted Road

**Quantum of Development:** 13 No. dwellings

**Site Area:** 0.26 hectares

Land South of Tiptofts Lane, Thaxted Road, Saffron Walden, as shown on the Policies Map, is allocated for the development of approximately 13 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
5. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies; and
6. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

**Site Description:** This is a brownfield site is bounded by residential development to the north, a retail store to the south, B184 to the west and agricultural fields to the east.

**Constraints:** Noise impact. Development proposals will need to demonstrate that any noise impacts from the adjacent commercial uses can be mitigated against.

**Did the site have planning permission at 1st April 2017:** No

**Saffron Walden 29****Policy SAF 7****Land west of Lime Avenue**

**Quantum of Development:** 31 No. dwellings

**Site Area:** 0.77 hectares

Land west of Lime Avenue, Saffron Walden, as shown on the Policies Map, is allocated for the development of approximately 31 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals; and
5. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies.
6. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

**Site Description:** This is a greenfield site located in the northern part of the town. Site is bounded by residential development to the east and south and by green fields to the west and north.

**Constraints:** Site has a substantive surface water flooding risk which any development proposal will need to reduce.

**Did the site have planning permission at 1st April 2017:** No

## 29 Saffron Walden

### Policy SAF 8

#### Land south of Radwinter Road

Quantum of Development: 200 No. dwellings

Site Area: 14.2

Land South of Radwinter Road, Saffron Walden as shown on the Policies Map, is allocated for development of approximately 200 dwellings, 42 extra care dwellings, 0.5ha for employment (B1 offices) and 1.2 ha for a primary school. A further 0.9 ha is safeguarded for school use.

**Site Description:** This is a greenfield site on the eastern boundary of Saffron Walden.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** Planning permission granted January 2017 (UTT/16/1856/DFO)

## Saffron Walden 29

## Policy SAF 9

**Land rear of The Kilns, Thaxted Road****Quantum of Development:** 35 No. dwellings**Site Area:** 1.3 hectares

Land r/o The Kilns, Thaxted Road, Saffron Walden, as shown on the Policies Map, is allocated for the development of approximately 35 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority;
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals; and
5. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies.
6. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

**Site Description:** This is a brownfield site located to the south of Saffron Walden. Site is bounded on the west by residential properties, a retail store to the south and agricultural fields to the north and east.

**Constraints:** Potential contamination from previous use as a landfill site. A contamination assessment will be required to accompany any application on site to demonstrate that any contamination issues can be mitigated against.

**Did the site have planning permission at 1st April 2017:** Planning permission granted November 2016 (UTT/16/1444/OP)

**29.1** There are a number of sites in Saffron Walden which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map.

## 29 Saffron Walden

### Policy SAF 10

#### Residential Commitments

The following sites identified on the proposals map is committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Former Willis and Gambier Site, 119 Radwinter Road	0.9	73
Former Willis and Gambier Site ,121 Radwinter Road	3.2	11
Land at Ashdon Road Commercial Centre	7.2	167
Moores Garage, Thaxted Road	0.18	10
<b>TOTAL</b>		261

#### Employment Sites

## Saffron Walden 29

**Policy SAF 11****Land north of Ashdon Road**

**Site area:** 4.25 hectares

Land north of Ashdon Road, as shown on the policies map is allocated for Business, General Industrial and storage and distribution uses (use classes B1, B2 and/or B8) and other ancillary employment creating uses. The following criteria must be met:

1. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
2. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals
3. The application should be accompanied by a Transport Assessment and any other required document and any recommended improvements/remedial works will be controlled through the legal obligation.

**Site Description:** This is a brownfield site on the eastern edge of the town and already contains the new Ridgeons Builders Merchant

**Constraints:** Site is to the north of the petroleum storage depot

**Did the site have planning permission at 1st April 2017:** Planning permission granted November 2014 (UTT/13/2423/OP)



## 29 Saffron Walden

### Policy SAF 12

#### Land south of Ashdon Road

**Site area:** 1ha

Land south of Ashdon Road, as shown is allocated for employment purposes for Business uses (Use class B1). The following criteria must be met:

1. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
2. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals;
3. The application should be accompanied by a Transport Assessment and any other required document and any recommended improvements/remedial works will be controlled through the legal obligation.

**Site Description:** This is a greenfield site on the eastern edge of the town and adjoins residential development and the fuel storage depot.

**Constraints:** Site adjoins the petroleum storage depot

**Did the site have planning permission at 1st April 2017:** No

### Retail Sites

### Policy SAF 13

#### Land at Thaxted Road

**Site area:** 3 hectares

The Council will support the development of land at Thaxted Road, Saffron Walden, as shown on the Policies map, for mixed uses which could include retail, retail warehousing, and leisure uses.

The application should be accompanied by a Retail Impact Assessment, Transport Assessment, Air Quality Impact Assessment, Contamination Report and other required document and any recommended improvements/remedial works will be controlled through the legal obligation.

**Site Description:** This is a brownfield site on the south eastern edge of the town. The site already contains retail uses and the Recycling Centre.

**Constraints:** potential contamination

**Did the site have planning permission at 1st April 2017:** Planning permission granted in May 2013 (UTT/13/0268/FUL)

## Saffron Walden 29

## Development Opportunity Sites

## Policy SAF 14

## Development Opportunity Sites

Site Area: 0.83 hectares

The Council will support development and redevelopment opportunities for town centre uses in the following town centre locations.

1. The Fire Station/Saffron Walden Laundry (0.24 Hectares);
2. Emson Close/Rose and Crown Walk and car parks to the rear of Boots and Saffron Building Society (0.5 Hectares); and
3. 56 High Street (0.09 Hectares)

Development should form part of a comprehensive development or not prevent the development of any other part of the site. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

An application relating to the redevelopment of the Fire Station site should be accompanied by a Flood Risk Assessment and any improvements/remedial works will be controlled through the legal obligation.

**Site Description:** All three town centre opportunity sites are brownfield sites located in Saffron Walden Town Centre. The Fire Station is bound by retail units and a public house to the west, a café and associated gardens to the east, retail units and a restaurant to the north and residential units to the south.

Emson Close/ Rose and Crown Walk comprises a mix of retail and residential units. The site is bound by the Common to the east, residential properties to the north, retail units to the south and market square and retail units to the west.

56 High Street currently comprises a yard and two properties. The site is bound by retail units to the west, a car park to the north, residential properties and offices to the east and a restaurant and car showroom to the south.

**Constraints:** All the sites lie within the Conservation Area and there are numerous listed buildings in the vicinity of the sites. Any development must ensure the preservation of the listed buildings and their setting; and also conserve or enhance the conservation area in accordance with policy.

Due to the brownfield nature of the sites, any development proposals will be required to be accompanied by a Contamination report to demonstrate that the development proposals will mitigate against any potential on site contamination issues. Each development proposal will also need to be accompanied by an Air Quality Management Plan to demonstrate that the development proposal will no adverse effect on the Saffron Walden AQMA, as well as a Transport Assessment to demonstrate that each site can be suitably accessed and will have no adverse impact upon the town centre transport network.

**Did the sites have planning permission at 1st April 2017:** No

## 29 Saffron Walden

### Sites for Healthcare

**29.2** Saffron Walden Community Hospital offers a range of services. The site comprises existing buildings and an area of undeveloped land. The NHS seek to ensure local health services are fit for the future, delivering care safely, effectively and reflecting local changes in demographics and health. With a particular emphasis on providing care closer to communities the NHS are looking at opportunities to transform care. The NHS therefore requires flexibility in its estate including the sale of surplus sites and properties to help fund new and improved services and facilities.

#### Policy SAF 15

##### Saffron Walden Community Hospital

**Site Area:** 2.25 Hectares

Land and buildings at Saffron Walden Community Hospital, as shown on the proposals map, are safeguarded for the provision of healthcare. Planning permission will be granted for development or a change of use to alternative uses when it can be demonstrated that the land or buildings are surplus to the operational healthcare requirements of the NHS.

Any application for development should be accompanied by a Transport Assessment, Flood Risk Assessment and any other required document. Development is designed to mitigate any adverse effects upon residential and community interests. Any recommended improvements/remedial works will be controlled through the legal obligation.

**Site Description:** The hospital lies on the eastern side of the town and comprises community hospital buildings, the ambulance station and an area of undeveloped land. The site is bounded by residential development.

**Constraints:** The site is liable to surface water flooding and land along the northern boundary lies within flood zones 2 and 3.

**Did the site have planning permission at 1st April 2017:** No

## Stansted Airport 30

### Employment Sites

#### Policy SA 1

##### North Stansted Employment Area

##### **Site Area:** 55 Hectares

The North Stansted Employment Area, , Stansted Mountfitchet, is allocated for employment purposes for business, industry and non-strategic warehousing which need not be airport-related. This 55 hectare site will facilitate the development of 145,000sqm of industrial (Use Class B1 'Business', Class B2 'Industrial' and B8 'Warehousing'). The following criteria must be met:

1. The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact;
2. The development should contribute to the Stansted Airport Surface Access Strategy <sup>(66)</sup> or equivalent to make sure that the number of travel to work trips to the site made by private car are minimised;
3. The application should be accompanied by a Transport Assessment, Approved Drainage Strategy, Flood Risk Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation; and
4. Development will need to be implemented in accordance with the Master Plan and design guidance approved by the Council and other Development Management policies. Implementation of the Master Plan proposals will be regulated by legal obligation in association with the grant of planning permissions.

**Site Description:** This is a brownfield site located on the north western boundary of Stansted Airport.

**Constraints:** Contamination Issues – Any development proposals on this site will be required to be accompanied by a Contamination Report to demonstrate that any potential on site contamination issues can be mitigated against.

The site is adjacent to listed buildings at Bury Lodge. Developments of the site must ensure the preservation of the listed buildings and their setting and consider the potential for archaeology in accordance with policy

**Did the site have planning permission at 1st April 2017:** No

66 [Leading the way forward: Airport Surface Access Strategy \(London Stansted Airport, 2010\).](#)

## 31 Stansted Mountfitchet

### Residential Site

#### Policy STA 1

##### **Land east of Cambridge Road (B1383) and west of High Lane**

**Quantum of Development:** 40 No. dwellings

**Site Area:** 1.2 hectares

Land east of Cambridge Road (B1383) and west of High Lane, Stansted Mountfitchet, as shown on the Policies Map, is allocated for the development of approximately 40 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a greenfield site located on the northern edge of Stansted Mountfitchet. Site is bound by a church to the south, junction of B1383 and B1381 to the north, a farm and agricultural fields to the west and agricultural fields to the north west and east.

**Constraints:** Surface Water Flooding: Whilst development on site could be designed to avoid areas affected by surface water flooding, site access could be affected and as such should be designed to mitigate against such impacts.

**Did the site have planning permission at 1st April 2017:** No

## Stansted Mountfitchet 31

### Policy STA 2

#### Land west of 8 Water Lane

**Quantum of Development:** 12 No. dwellings

**Site Area:** 0.15 hectares

Land west of 8 Water Lane, Stansted Mountfitchet, as shown on the Policies Map, is allocated for the development of approximately 12 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A noise assessment will be required to ensure that there are no adverse impacts from the adjacent railway station;
4. A Flood Risk Assessment will be required to demonstrate there are no adverse Flood Risk from Stansted Brook on the northern boundary of the site;
5. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority and any mitigation; and
6. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a brownfield site located adjacent to Stansted Railway station and residential properties.

**Constraints:** Access and residential amenity – Future applications on site will need to demonstrate that adequate access to the site can be provided and that the layout of a scheme does not impact on the amenity of surrounding properties.

Contamination - A Contamination Assessment will be required to demonstrate that any potential on site contamination can be mitigated against.

**Did the site have planning permission at 1st April 2017:** Planning permission granted November 2016 (UTT/16/0075/OP)

**31.1** There are a number of sites in Stansted Mountfitchet which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map

## 31 Stansted Mountfitchet

### Policy STA 3

#### Residential Commitments

The following sites identified on the proposals map are committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Land at Waldpole Farm	10	147
Land at Elms Farm	2.64	53
<b>TOTAL</b>		<b>200</b>

#### Employment Sites

### Policy STA 4

#### Land at Alsa Street

**Site area:** 3hectares

The land at Alsa Street, Stansted Mountfitchet is allocated for an extension of and/or supporting and related businesses to the adjacent auction house.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

**Site Description:** This site north of Stansted Mountfitchet is currently used by an auction house

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** No

#### Development Opportunity Sites

## Stansted Mountfitchet 31

### Policy STA 5

#### Development Opportunity Development Site

**Site Area:** 0.6 hectares

The Council will support development and redevelopment opportunities for town centre including residential uses in the following local centre location:

1. East of Cambridge Road/Crafton Green incorporating 10 residential dwellings on land rear of 14 Cambridge Road

Development of any part of the site should not prevent the development of any other part of the site. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

**Site Description:** Located to the east of Cambridge Road and including the car park at Crafton Green.

**Constraints:** Potential Contamination and Access - Any development proposals on site will need to be accompanied by a Contamination Report will need to be demonstrating that any potential on site contamination can be mitigated against. A Transport Assessment will also be required to demonstrate that suitable access and parking arrangements are provided on site.

There are a number of listed buildings adjacent to and in vicinity of the site along the B1383. The conservation area lies to the south of the site. Any development must ensure the preservation of the listed buildings and their setting; and also conserve or enhance the conservation area in accordance with policy.

**Did the site have planning permission at 1st April 2017:** Planning permission granted for 10 dwellings on part of the site February 2017 (UTT/16/2632/FUL)

#### Education / Community Site



## 31 Stansted Mountfitchet

### Policy STA 6

#### Land adjacent to Forest Hall School

Site Area: 1.81 hectares

Land to the west and south east of Forest Hall School is safeguarded for secondary education use.

**Site Description:** The two areas of greenfield land lie to the west and south east of the current Forest Hill site. The school itself lies to on the south eastern edge of Stansted Mountfitchet in a predominantly rural setting with residential properties and a caravan park located in close proximity to the school.

**Constraints:** There are a number of listed buildings in the vicinity of the site notably St Mary's Church, Stansted Hall and other buildings in the grounds. Any development must ensure the preservation of the listed buildings and their setting and consider the potential for archaeology in accordance with policy

**Did the site have planning permission at 1st April 2017:** No

**Stebbing 32****Residential Sites****Policy STE 1****Land east of Parkside and rear of Garden Fields**

**Quantum of Development:** 30 No. dwellings

**Site Area:** 0.7 hectares

Land to east of Parkside and r/o Garden Fields, Stebbing, as shown on the Policies Map, is allocated for the development of approximately 30 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a greenfield site located on the northern part of Stebbing. Site is bound by residential development to the west and south and by agricultural fields to the north and east.

**Constraints:** No known constraints on site

**Did the site have planning permission at 1st April 2017:** Planning permission granted February 2015 (UTT/14/1069/OP)

## 33 Takeley/Little Canfield

### Residential Sites

#### Policy TAK 1

##### Land between 1 Coppice Close and Hillcroft, South of B1256, Takeley Street

**Quantum of Development:** 20 No. dwellings

**Site Area:** 1.4 hectares

Land between 1 Coppice Close and Hillcroft, as shown on the Policies Map, is allocated for the development of approximately 20 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

1. The development provides for a mixed and balanced community;
2. Development respects the amenity of existing dwellings adjoining the site;
3. A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority; and
4. A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

**Site Description:** This is a greenfield site located to the west of Takeley centre. Site is bounded by residential development to the west, east and north and by the Flitch Way to the south.

**Constraints:** Proximity to Hatfield Forest and Flitch Way.

**Did the site have planning permission at 1st April 2017:** No

**33.1** There is a site in Takeley and Little Canfield which will contribute to the housing supply within the District. As at April 2017 the following site had planning permission and is under construction. There are no specific policies for the site. The site is identified on the policies map.

#### Policy TAK 2

##### Residential Commitments

The following sites identified on the proposals map is committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Land at Dunmow Road, Little Canfield	0.5	12

## Takeley/Little Canfield 33

**33.2** The Mobile Home Park, Takeley was granted permission in 1985 to enable the removal of mobile homes from the airport site before the airport development permitted in 1985 could take place. It makes a contribution to the supply of affordable housing within the District and its redevelopment for more conventional forms of housing will not be permitted. Any additional mobile homes must respect the existing layout, open space provision and quality of landscaping. Areas of open space to be protected are identified on the policies map.

### Policy TAK 3

#### **Takeley Mobile Home Park**

Site Area: 8 hectares

Redevelopment of the Takeley Mobile Home Park as defined on the policies map for conventional residential or other development proposals will not be permitted. Any additional mobile homes must respect the existing layout, open space provision and quality of landscaping.

**Site Description:** This existing mobile home park lies on the southern edge of Takeley.

**Constraints:** No known constraints on site

## 34 Thaxted

### 34.1 Residential Sites

#### Policy THA 1

##### Land at Claypits Farm, Bardfield Road

Site: Land at Claypits Farm, Bardfield road, Thaxted

Quantum of Development: 20 No. dwellings

Site Area: 0.87 hectares

Site Specific Policy: THA1

The land at Claypits Farm, Barfield Road, as shown on the Policies Map, is allocated for the development of approximately 20 dwellings. Detailed proposals that comply with other relevant policies and meet the following site specific development requirement will be permitted:

- The development provides for a mixed and balanced community
- The Development respects the amenity of the existing dwellings adjoining the site;
- A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority.
- A Landscape and Visual Impact Assessment will be required and should inform the design and layout of the site proposals.

Site description: This is a brownfield site on the south eastern side of the village.

The site lies between residential properties and agricultural land.

Constraints: The access road lies within the conservation area with the remainder of the site lies adjacent to it. Claypits Farm house, located adjacent to the access road is a listed building. Other listed buildings are located near the site.

Did the site have planning permission at 1st April 2017: No

**34.2** There are a number of sites in Thaxted which will contribute to the housing supply within the District. As at April 2017 the following sites have planning permission and are under construction. There are no specific policies for each of these sites. The sites are identified on the policies map.

## Thaxted 34

## Policy THA 2

**Residential commitments**

The following sites identified on the proposals map is committed for residential development.

Site	Site Area (hectares)	Outstanding capacity as at April 2017
Land off Wedow road	2.27	40
Moelcular Products Site, Mill Road	0.9	29
<b>TOTAL</b>		<b>69</b>

**Education / Community Sites**

## Policy THA 3

**Land east of The Mead, Thaxted**

**Site Area:** 0.9 hectares

The land east of The Mead, as shown on the Policies map, is safeguarded for potential future education use or other community uses.

A Transport Assessment may be required to support a planning application and appropriate access arrangements to be agreed and to the satisfaction of the highway authority.

The application should be accompanied by a Flood Risk Assessment and any improvements/remedial works will be controlled through the legal obligations.

**Site description:** This is a greenfield site located on the northern edge of Thaxted. Site is bounded by residential properties to the south and west and by agricultural fields to the north.

**Constraints:** some small areas of the site are subject to a higher risk of surface water flooding. An accompanying Flood Risk Assessment will be required to demonstrate against surface water flood risk.

**Did the site have planning permission at 1st April 2017:** No

## 36 Delivery and Monitoring

### An Introduction to Monitoring and Implementation

**36.1** The National Planning Policy Framework (NPPF) explains that Local Plans should be aspirational but realistic. Plans must demonstrate that they can meet the needs for development with the flexibility to adapt to rapid change. The option to review the Local Plan in whole or in part is one of the ways that the Council can adapt to changing circumstances.

**36.2** Implementation and delivery of the Local Plan does not just depend on achieving outputs that provide for the quantitative requirements of the plan. It is also necessary to ensuring that the wider outcomes satisfy the vision and objectives of the Local Plan and contribute to net gains for sustainable development.

**36.3** This section deals with how the strategy will be delivered, including the delivery of infrastructure. It informs a framework for how the policies of the Local Plan will be monitored and helps to set out the expected delivery of new homes, jobs and infrastructure as specified by the Local Plan and its supporting documents. It is one of the most important aspects of the whole Local Plan as it sets out how the overall strategy outlined at the introduction to the Local Plan will be delivered, by who and when.

**36.4** Monitoring and delivery needs to reflect that there are multiple stakeholders and bodies responsible for implementing the Local Plan in addition to the Council. The success of certain policies and schemes will depend on co-operation and co-ordination of resources. This includes parties from the public sector, including surrounding local authorities, Essex County Council and the departments and agencies of Central Government, for example Highways England; in addition to the private sector, such as developers or businesses. It is only by working together in a coordinated way that the vision for the area can be met. How this will happen is set out in more detail in the Monitoring Framework (Appendix 2) of this document.

**36.5** National policy requires that plan-making should be evidence-led and this in-turn should support the implementation and delivery of the Local Plan's objectives. Policies in the Local Plan are based on a robust evidence base establishing the level of development expected to 2033. This takes into account the costing of required improvements and the likely phasing of development.

**36.6** Monitoring provides the basis for identifying when the implementation of policy is not delivering the vision and objectives of the Local Plan. The Monitoring Framework reflects the approach throughout the Local Plan, which looks to provide for challenging levels of growth and a step-change in opportunities to support sustainable development. It is important that monitoring and implementation gives the Local Plan a chance to succeed. Monitoring provides contingency in itself through identifying trigger points for policy delivery and ensures corrective measures, including the possible review of policy, are considered at the earliest opportunity.

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### The Approach to Monitoring and the Housing Trajectory

**36.7** This Local Plan contains challenging requirements for the delivery of housing as well as the associated provision of additional opportunities for employment and retail development. The objectively assessed needs for housing and economic development represent a step-change compared to recent levels of growth.

**36.8** National planning policy recognises the need for Local Plans to provide a clear indication of how they will meet the requirements for development alongside promoting a sustainable strategy. This is particularly true for the delivery of housing needs. The NPPF sets out that authorities should use their housing trajectory to set out the expected rate of housing delivery for the Local Plan period, how this is expected to be achieved and how a five-year supply of housing will be maintained. Authorities need to have regard to their Local Plan being aspirational but realistic when setting out their approach.

**36.9** Locally, this approach is determined by the local circumstances in the District and the spatial strategy of the Local Plan to support sustainable patterns of growth. The Council recognises that in Uttlesford the long-term approach to sustainable growth can be better served by supporting new large-scale developments. This is due to the constraints and limitations on further opportunities to expand the market towns of Saffron Walden and Great Dunmow.

**36.10** This is reflected by the Local Plan's allocations to support three new Garden Communities and concentrate opportunities for strategic economic development at London Stansted Airport. It will realistically take some time to obtain and implement planning permission for these sites and to then achieve peak levels of output of new development. Supply in the early years of the Local Plan following adoption is heavily influenced by those existing sites with planning consent, but also reflects the anticipated delivery of land allocated for additional development in settlements across the District. The Housing Trajectory for the Local Plan covers the entire Local Plan period 2011 to 2033 and takes account of these circumstances.

**36.11** These circumstances define how delivery of the housing requirements of the Local Plan will be monitored. How the Local Plan accounts for overall performance against the 'annualised' requirements for housing and economic development are critical to the Local Plan's prospects for securing sustainable development. The Local Plan will therefore be monitored against the housing trajectory set out at Appendix 3.

**36.12** The principles of monitoring and review run throughout the Local Plan to aid the effective implementation and delivery of individual policies and associated infrastructure. Policies in the Local Plan have been prepared in a way that enables progress on delivery to be actively measured. Targets have been set where appropriate and relevant indicators have been selected that best reflect required outputs or outcomes. Mechanisms for review are provided through a system of triggers. These highlight levels of outputs or outcomes that if observed would indicate delivery has varied significantly from that intended in the implementation strategy. A range of contingency measures are set out in Policy M1 that provide a starting point for how remedial action will be



## 36 Delivery and Monitoring

taken where considered necessary. The type of contingency considered depends on both the type of outcome or output not being observed and a judgement regarding the significance for the Local Plan.

**36.13** The following initial measures should be explored where the outputs from development are not proceeding as expected:

- Identify the reasons and causes for delays and discuss with partners and other stakeholders;
- Review the evidence base including the Strategic Land Availability Assessment and Employment Land Review to provide an update on the availability and deliverability of land for employment and housing
- Work with developers and landowners to produce a suitable and viable scheme for existing commitments or allocated sites
- Identify the problem and barriers/ causes preventing infrastructure delivery. Seek to identify additional sources of finance or alternative programme for delivery.

**36.14** Where development outcomes appear to be having effects different from those intended the following areas should be explored:

- Review the implementation of policy and monitoring mechanisms with development management colleagues;
- Assist with identifying sources of finance to address the situation (to aid the viability of including improvements as part of specific schemes);
- Discuss with partners and service providers potential solutions to better address issues within the design of schemes e.g. crime.

**36.15** These measures should be read alongside the Monitoring Framework at Appendix 2. If these actions fail to realign expectations for outputs and outcomes the more significant measures provided by Policy M1 below will be implemented. These measures are intended to more clearly inform where a review of the Local Plan might be required.

## Delivery and Monitoring 36

### Policy M 1

#### Monitoring and Review

The policies of the Local Plan will be monitored to ensure that they support implementation and delivery of the Local Plan's aims and objectives. Contingency for the policies in the Local Plan is provided through the Monitoring Framework. Each policy is assigned targets reflecting intended outputs and outcomes from development. Relevant indicators to assess each policy are provided by the Monitoring Framework at Appendix 3.

The Authority Monitoring Report will be the principal mechanisms for reporting implementation and delivery. Critical areas to be monitored include:

1. The completion of serviced employment floorspace, the creation of jobs and the availability of land for employment in the future;
2. Housing completions by location and type alongside the availability of land for the remainder of the Local Plan period, including the ability to demonstrate a rolling Five Year Supply of land for housing;
3. The delivery of floorspace for retail, education or other community infrastructure uses such as healthcare;
4. The delivery of major infrastructure projects required to support the Local Plan; and
5. The conservation and enhancement of assets in the built, natural and historic environment.

The delivery of housing will be monitored against the Housing Trajectory at Appendix 3. Due to the circumstances of the District and the nature of proposals within the Local Plan, any shortfall against overall requirements will be addressed over the remaining years of the Local Plan period.

The Council's procedures and measures summarised under supporting text will be implemented to support achieving the proposals of the Local Plan. Where these remain unsuccessful, the following procedures will be applied:

6. A review of targets and phasing
7. Preparation of Area Action Plans, 'Town Plans' for the market towns and key villages and additional support for Neighbourhood Plans looking to provide for housing
8. Support changes to the details or locations of land allocated for employment or housing

## 36 Delivery and Monitoring

### 9. Consider the use of Compulsory Purchase Order Powers

### 10. Undertake a full or partial review of the Local Plan policies and strategy.

#### Strategic Projects Monitoring including New Garden Communities

**36.16** Successful delivery of the outcomes and levels of development anticipated at the three new Garden Communities is critical to ensure that the vision and objectives of the Local Plan as a whole are achieved. The success of the Local Plan to support economic development is also partly dependent on the provision of further strategic employment opportunities at London Stansted Airport.

**36.17** The Local Plan's policies for the new Garden Communities and for London Stansted Airport have been adopted following extensive consultation between developers, landowners, infrastructure providers and other key stakeholders. The anticipated timetable for delivering these strategic allocations is therefore well-understood and realistic. The Local Plan period and housing trajectory allows some contingency for relatively minor delays in the earlier phases.

**36.18** The Council considers that proposals should be submitted that reinforce and support these assumptions wherever possible and demonstrate clear pathways to delivery. It is important that the Council commits its own resources in seeking to ensure development comes forward as expected. Wherever possible options should be explored that provide timely determination of individual applications.

**36.19** It is important that the Local Plan provides further safeguards to secure successful outcomes wherever possible. This is reflected in the policies for monitoring and implementation. The Housing Trajectory contains a separate entry for each Garden Community, which will be used to monitor progress. This is an important 'warning sign' for whether development is proceeding as expected. The Council considers that such a warning should be triggered if delivery falls below 25% of those levels expected from the site over any three-year period.

**36.20** Should these monitoring triggers be identified the Council considers that a range of contingency measures exist and should be pursued prior to considering a fundamental review of the Local Plan or the Garden City allocations themselves. These include direct intervention in delivery of these developments where development is not proceeding because of land owner or developers' value aspirations, this will not be accepted as a valid reason for not meeting policy requirements in full. The land value should reflect the Local Plan's policy requirements. The development of the Garden Communities will extend beyond the Local Plan period and have a long-term role in securing sustainable development. The Council will respond positively to applications to various schemes where this would secure higher levels of sustainability – for example through adopting new technologies or measures for energy efficiency within the developments.

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**36.21** As the delivery of the Garden Communities relies on multiple stakeholders and interdependent elements of the scheme, the Monitoring Framework at Appendix 2 provides a range of specific indicators for the policies for each Garden Community to ensure that progress can be measured effectively. Due to the balance of land uses provided for by the Garden Communities, it is important that all types of development (e.g. employment, education, open space) come forward as expected. This will be reported as part of the Authority Monitoring Report.

## 36 Delivery and Monitoring

### Policy M 2

#### Implementation and Monitoring of Strategic Projects

The Council will support proposals for development at the new Garden Communities and for the strategic development at London Stansted Airport where they provide sufficient evidence to inform future arrangements for monitoring and implementation.

Applications should provide robust information on the expected phasing and delivery rates for development. This should include the timetable and proposed arrangements for marketing development and infrastructure delivery. Where necessary and appropriate the Council will provide support in engagement between stakeholders and infrastructure providers and will look to secure provision via planning obligations.

Progress of housing delivery for the New Garden Communities will be measured against the housing trajectory. Where performance over a rolling three-year period falls more than 25% below the expected rate of completions, the Council and other stakeholders in development will seek to implement the following hierarchy of contingency measures:

1. Review the timetable for phasing and delivery in the Local Plan period;
2. Explore measures to secure additional funding or re-allocate funding to enable essential infrastructure provision;
3. Require additional marketing and expand the range of development partners;
4. Review the details of the allocation in terms of the type, scale and location of housing and the mix of other land uses;
5. Direct intervention in delivery.

The Council will positively encourage measures to speed-up the determination of planning applications within such developments, including Planning Performance Agreements (where appropriate). The Council will respond positively to applications where these demonstrate that amendments to the proposals would be in the interests of sustainable development and improving the prospects for delivery.

#### Infrastructure Delivery

**36.22** The co-ordination and delivery of necessary infrastructure alongside (and sometimes in advance of) development is crucial to achieving attractive and sustainable places where people want to live. In the recent past, Uttlesford has suffered where the

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delivery of additional growth across the network of market towns and smaller settlements has not been matched by the ability to secure additional built, social or green infrastructure.

**36.23** Section 8 of the Local Plan provides the overarching framework for the delivery of infrastructure to support growth in Uttlesford. Section 8 and the other sections of the Local Plan set out policies that set out requirements for specific types of infrastructure including open space and sport, electronic communications, transport and the environment. . The key mechanism for monitoring and reviewing the infrastructure needs of the Local Plan will be the Infrastructure Delivery Plan (IDP).

**36.24** The improvements programmed in the IDP, and their required phasing to support development, are essential to ensure the objectives and the developments set out in the Local Plan are achieved. The Local Plan provides a framework for the prioritisation and phasing of key elements of infrastructure and it is important that projects are committed and delivered as planned to sustainably bring forward residential and commercial sites. This will ensure key social, economic and environmental requirements are met through development. It is possible for monitoring to report outputs against infrastructure requirements in addition to the levels of development achieved. This is important to highlight progress in funding and delivering infrastructure, particular for major projects i.e. road improvement schemes and open space provision.

### Funding and Delivery

**36.25** The ambitious proposals in this Local Plan offer significant opportunities to secure future funding for development but the process must be managed carefully. In many cases the projects identified to support the Local Plan will need to compete for funding alongside others being promoted by surrounding authorities. The process of implementing the Local Plan must ensure that the needs of present communities continue to be met without placing an unacceptable burden on existing infrastructure.

**36.26** Implementation of the Local Plan requires demonstration of how the requirements for sustainable development can be achieved and remain acceptable in planning terms. This involves working together with the delivery agencies to find innovative ways of funding necessary infrastructure or changing the way existing infrastructure is used and continues to meet needs.

**36.27** In addition to public funds, developer contributions will be sought to deliver the essential infrastructure required to support new development. Section 8 of this Local Plan sets out the approach to developer contributions. The role of monitoring the Local Plan includes taking account of the amount of contributions secured towards particular projects and ensuring that these can be utilised to support implementation of the Local Plan.

### Monitoring the Local Plan

**36.28** Good monitoring is about measuring and ensuring the effectiveness of the Local Plan in achieving the spatial vision and objectives once it has been adopted. The monitoring approach also sets out the triggers which will identify when the Local Plan's

## 36 Delivery and Monitoring

objectives are not being met, and the examples of contingency actions which can be taken to address the issues identified. Monitoring can continue to provide an understanding of the wider social, environmental and economic issues affecting the area as well as reporting outputs from new development.

**36.29** A Monitoring Framework has been developed that can record and assess the implementation of the Local Plan policies. The following different types and sources of indicators will be needed to demonstrate the outputs and outcomes of development:

**36.30 Output Indicators** – Indicators reporting key tangible outputs in residential, commercial and environmental development. This includes monitoring the housing trajectory. There is already a time-series of core development outputs such as housing and employment floorspace completions covering many years. Reporting these aspects is part of established monitoring practice in Uttlesford and will continue in the future. There is a statutory duty to report several output indicators to Government. Other output indicators have been developed locally to record against specific targets set in the policies of the Local Plan. These cover matters like infrastructure delivery, creating more open space or meeting design standards. These are set out in more detail in the Monitoring Framework (Appendix 2) of this document.

**36.31 Contextual Indicators** – These are often from secondary data sources like the Office for National Statistics. They show key features in Uttlesford (such as population and income) and how these change over time.

**36.32 Significant Effect Indicators** - These come from the objectives in the Sustainability Appraisal. They check the effects of policies designed to meet these objectives, and whether the effects on the area are as intended (bringing a positive change). For example, these might include changes in the quality of the natural environment or biodiversity assets. Some of these are already provided by the other indicator types recorded. Those indicators that measure significant effects will be identified and monitored in the Authorities Monitoring Report.

**36.33** Monitoring should be an efficient process and can aid cooperation and data-sharing between different bodies and different parts of organisations. Where data is already being recorded the Council will avoid the duplication of information.

**36.34** The approach to the Monitoring Framework set out in the tables at Appendix 2 seek to provide the following to report delivery against each objective of the Local Plan:

- The indicator - what is being measured;
- Who is responsible for delivery;
- The target - what is to be achieved and by when;
- The source - i.e. if it is local or nationally available data;



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- Triggers to establish significant discrepancies between actual policy implementation and established policy targets; and
- Contingency measures that may be considered if a trigger is identified.

**36.35** Monitoring should also provide clarity about what policies are expected to deliver, and when. The Monitoring Framework has been developed to demonstrate that the impact of any policy is “SMART” - i.e. ‘Specific’, ‘Measurable’, ‘Accurate’, ‘Realistic’, and ‘Time-bound’.

**36.36** Monitoring will also be used to help provide updates to the evidence base for the Local Plan as these are required. For example, this includes reporting planning permissions against the Strategic Land Availability Assessment to update information on the supply of deliverable sites available. These updates will inform future reviews of the Local Plan, when required.

**36.37** Authority Monitoring Reports will be published to demonstrate progress against the indicators required to monitor the Local Plan. These will also include an update of any progress to prepare other documents in the Local Development Scheme and report engagement under the Duty to Cooperate.

**36.38** The Authority Monitoring Report does not need to be published at a fixed yearly deadline but must be updated within a period not longer than twelve months. To ensure relevant information is made available to the public as soon as possible, such as significant progress in the development of any Local Development Scheme document or substantial departures from adopted policy, the Report will be updated as appropriate and its publication duly advertised.



## 37 Glossary

**Adult Social Care Scheme** - Housing for adults who need more support in their day to day living.

**Affordable Housing** - Available to eligible households whose housing needs cannot be met on the open market. It can include social rent, affordable rent and shared ownership.

**Air Quality Management Areas (A.Q.M.As)** - Local Authorities are required to carry out regular reviews and assessments of air quality in their area. Areas which do not meet required standards are designated as AQMAs and a plan put in place to improve the air quality in that area.

**Air Quality Assessment** - A detailed study of the effects of a development on air quality.

**Ancient Monuments** - Usually earthworks or unoccupied structures - Nationally important sites are added to a list or "schedule" and they are protected from disturbance.

**Ancient Woodland** – An area of woodland that has been wooded continuously since at least 1600AD.

**Annual Monitoring Report** – A report published annually by the Local Planning Authority monitoring showing progress in delivering Local Plan policies and allocations.

**Aquifer** - An underground water source.

**Archaeological Interest** - The archaeological potential of a heritage asset (designated and undesignated).

**Assets of Community Value** - Facilities which have been identified by local communities as being important to village life e.g. The village hall, village green, shop, public house etc and which have been designated as Assets of Community Value by the Council.

**Biodiversity Offsetting** - A way of providing compensation for loss of biodiversity as a result of development activity.

**Bird Hazard Risk** – The risk of a collision between a bird and an aircraft, which presents a significant threat to flight safety.

**BREEAM** - A set of standards for measuring the environmental performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health. Under this scheme, buildings that meet the standards are rated either 'pass', 'good', 'very good'.

**BRES** – UK Business Register and Employment Survey. The official source of employee and employment estimates by detailed geography and industry.

**Brownfield** – Land which has been previously developed

**Class A1 Shops** - Shops falling within class A1 of the Use Class Order - for example shops, retail warehouses, hairdressers, post office, sandwich bar etc.

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**Community Facilities** – Facilities and services which are of benefit to the wider community.

**Community Infrastructure Levy** - A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Community Land Trust (CLT)** - Community Land Trusts are a form of community led housing, set up and run by residents to develop and manage homes and other assets. CLTs act as long-term stewards of housing ensuring that it remains affordable.

**Conservation Areas** - Areas identified by the council, which have special architectural or historic interest, which makes them worth protecting and improving as per the Planning (Listed Building and Conservation Areas) Act 1990.

**Conservation Area Appraisal** - Examines the qualities of the Conservation Area and identifies potential changes that are positive and others that may be damaging. The Conservation Area Appraisal includes a review of the Conservation Area boundaries and identifies appropriate environmental and highway improvements.

**The Core Area**- This refers to the Core Area of the London Stansted Cambridge Corridor (LSCC), and comprises the Councils of Broxbourne, East Hertfordshire, Epping Forest, Harlow and Uttlesford. This recognises the cross-boundary importance of the area in industry and business and the contribution of the area to UK economic growth.

**Development Limits** - Lines which define the main areas of towns and villages where development is more likely to be acceptable. Land outside these limits will be treated as open countryside where more restrictive policies will apply.

**Development Opportunity Sites** - Areas with potential for comprehensive redevelopment for town centre uses.

**Drainage Strategy** - An assessment which demonstrates that the most sustainable foul and surface water drainage solutions have been considered for a development.

**East of England Forecasting Model** - Built by Oxford Economics it brings together a range of key linked variables including economic output, productivity, employment and housing. It is updated every 6 months. The model shows what impact decisions in one policy or geographical area might have on others.

**Employment Land Review (ELR)** - A study to assess the demand and supply of land for employment including the suitability of existing employment land for continued employment use.

**Essex Design Guide** - A set of design standards to achieve high quality new development.

**Extra Care Housing** - very sheltered housing, catering for less mobile people and wheelchair users. Schemes may have care staff and may provide meals.

## 37 Glossary

**Exception Site** - An exception can be made to normal planning policies restricting development in the countryside to allow a suitable site to be developed in order to provide affordable housing.

**Fluvial Flooding** - Fluvial flooding occurs when rivers overflow and burst their banks.

**Generation 1 (G1)** –The planning permission granted at Stansted Airport in relation to the current status of the 35 mppa (million passengers per annum) restriction.

**Geodiversity** - The natural range (diversity) of geological features (rocks, minerals, fossils, structures), geomorphological features (landforms and processes) and soil features that make up the landscape.

**Green Belt** - A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.

**Green Infrastructure** - A strategically planned and delivered network of high quality green spaces which may include parks and gardens, village greens, woodlands, cycling routes, allotments, churchyards and other environmental features.

**Groundwater Protection Zones** – Zones that show the risk of contamination to groundwater sources from any activities that might cause pollution in the area.

**Gypsy and Traveller Accommodation Assessment (GTAA)** - A piece of research work to establish what the needs are for Gypsy and Traveller sites over the plan period.

**Habitat Regulations Assessment (HRA)** - The European Habitats Directive (92/43/EEC) requires ‘appropriate assessment’ of plans and projects that are, either alone or in combination with other plans and projects, likely to have a significant impact on sites designated under this Directive.

**Heritage Asset** - A building monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic Environment** - All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Historic Environment Record (HER)** - Provides comprehensive information about the historic environment in a particular area.

**Health Impact Assessment** – A method of considering the positive and negative impacts of development upon human health.

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**Heritage Impact Assessment (HIA)** - A document that outlines the historic or archaeological significance of a building or landscape within its wider setting. It includes an outline of any proposed works, and assessment of their impact on the building or landscape and a mitigation strategy.

**Houses of Multiple Occupancy (HMO)** – A house occupied by unrelated individuals.

**LAPs, LEAPs and NEAPs** – Children's play space. LAPs are generally small landscaped Local Areas of Play space for younger children within a 5 minute walk from home. LEAPs are Local Equipped Areas for Play, normally designed for unsupervised play for 4-12 year olds within a 10 minute walk from home and NEAPs are Neighbourhood Equipped Areas for Play within a 15 minutes walk from home. NEAPs cater for a wide spectrum of users but generally in the 4-14 age group.

**Learning Disability Scheme** - Housing which offers supported independent living for adults with learning difficulties.

**Legal Obligation/Agreement** - Normally referred to as a Section 106 agreement, which sets out what the developer is legally obliged to provide as part of the planning approval for a development.

**Lifetime Homes Standards** - 16 design criteria devised by the Joseph Rowntree Foundation to make housing more flexible and adaptable to respond to the changing needs of occupiers.

**Lifetime Neighbourhoods** - An environment that is accessible, inclusive, attractive and safe. A community that offers services, facilities and open space with a strong local identity, volunteering networks and a culture of consultation and user empowerment.

**Listed Building** - A building of special historic or architectural interest listed by the Government under the Town and Country Planning (Listed Buildings/Conservation Areas) Act 1990.

**Local Enterprise Partnership (LEP)** - A body designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Local Wildlife Sites (LoWS)** – Non-statutory sites designated for their nature conservation value.

**The London Stansted Cambridge Consortium (LSCC)** - A strategic partnership to bring together public and private organisations which have the common aim of seeking economic growth, higher employment rates, providing places for people and businesses while preserving the quality and character of the corridor.

**Low Carbon Development** - Development which is designed and built in such a way that it reduces the use of natural resources both during construction and in use.

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**Master Plan** - A document prepared by the Development Company and approved by the Council to show how the development will be carried out. The Master Plan should be subject to public consultation.

**Metropolitan Green Belt (MGB)** - A ring of countryside around a large urban area where development is constrained in order to keep the land permanently open.

**National Planning Policy Framework** - Government guidance on Planning Issues, Local Plans are expected to conform to the guidelines set down in it.

**National Nature Reserve** – Established to protect important habitats, species and geology.

**Neighbourhood Plan** - A plan prepared by a Parish Council, Neighbourhood Forum, or other locally constituted community group, for a particular neighbourhood.

**Noise Preferential Routes (NPR's)** - These direct aircraft where possible over less densely populated areas to reduce potential for disturbance by aircraft noise.

**Non-designated Heritage Assets** – These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets.

**Office of the Deputy Prime Minister (ODPM)** - This government department is now known as the Ministry for Housing, Communities and Local Government (MHCLG).

**Open Space** – All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Pargetting** - Traditional decoration in the plasterwork on the outside of buildings.

**Permitted Development (PD)**- Comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

**Planning Performance Agreements** – Voluntary undertakings that enable local planning authorities and applicants for planning permission to agree the timescales, actions and resources necessary to process a planning application.

**Potable Water** - Water that is safe to drink.

**Previously Developed Land (PDL)** - Land which is, or was, occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential

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gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Public Safety Zone** – Areas of land at the end of runways established at the busiest airports in the UK, within which certain planning restrictions apply. These aim to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing.

**Recycling Centre** - Collection Point for Household Waste for disposal and/or recycling.

**Red Data List** - Reports on the conservation status of species under threat.

**Regional Spatial Strategy (RSS)** - The regional plan for the East of England was formally revoked by the Secretary of State in January 2013.

**Registered Parks and Gardens** - Parks and Gardens included on a non-statutory list of parks and gardens of special historic interest maintained by Historic England.

**Scheduled monument/scheduled ancient monument** - Archaeological sites, buried deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest. The Secretary of State for Culture, Media and Sport schedules them under the Ancient Monuments and Archaeological Area Act 1979.

**Section 106 Agreements** - A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning obligations are normally secured under Section 106 of the Town and Country Planning Act 1990.

**Sheltered Housing** - Independent self-contained homes for older people with some support available usually through an alarm service.

**Sites of Special Scientific Interest (SSSI)** - Sites which have national importance for wildlife. The site can be important because it is an important habitat or because of the species of plants, birds animals and/or insects which it supports.

**Smart Technology** - Smart Technology can be defined as computers or machines that do that do the work of or make decisions traditionally made by humans. Examples include but are not limited to connected devices, digital assistants and intelligent automation.

**Special Roadside Verges** – Often remnants of old hay meadows and are recognised for their floristic diversity.

**Starter Homes** - New dwellings only available for purchase by qualifying first-time buyers which are to be sold at a discount of at least 20% of the market value and for less than the price cap (of £250,000 outside Great London) and are subject to restrictions on sale or letting for the initial 5-year period of occupancy.



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**Strategic Environmental Assessment (SEA)** – A generic term used to describe environmental assessment, as applied to plans, policies and programmes. The European ‘SEA Directive’ (2001/42/EC) requires a formal ‘environmental assessment of certain plans and programmes, including those in the field of planning and land use.’

**Strategic Housing Market Assessment (SHMA)** - A study of local housing markets to assess needs and demand for different types of housing in the District.

**Strategic Land Availability Assessment (SLAA)** A technical document which assesses the availability, suitability and deliverability of land which could be identified for housing or employment development.

**Sui Generis** - Unique or of its own kind. Usually used to describe any planning use not falling within a specific class in the Use Classes Order which separates different land uses into different classes.

**Sustainability Appraisal (SA)** - The SA examines the impacts of the Local Plan’s policies against economic, social and environmental objectives. It also provides an indication of what measures may need to be taken to minimise or eliminate any adverse impacts and promote sustainable development. The Planning and Compulsory Purchase Act requires an SA to be undertaken for all Local Plans throughout the plan making process.

**Sustainable Community Strategy** - Prepared by the Local Strategic Partnership setting out a long term vision for the area to tackle local needs. In Uttlesford the LSP is known as Uttlesford Futures and the current strategy runs until 2018.

**Sustainable Development** - Development that is in accord with economic, social and environmental objectives. Development that meets today’s needs without comprising the ability of future generations to meet their own needs.

**SUSTRANS** - A national charity working to enable people to travel by foot, bicycle or public transport.

**Sustainable Drainage Systems (SuDs)** - Areas which are designed to collect surface water run off and to allow slow discharge into the ground or into water courses to reduce the danger of flooding. The water can also be filtered to improve its quality.

**Town and Village Design Statements** - These are community led plans prepared through local consultation to guide the future development of the town/village.

**Transport Assessment** - A comprehensive and systematic process that sets out transport issues relating to a proposed development and measures to be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all made of travel.

**Use Classes Order** - The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. More detail on what types of uses fall within each use class is set out below. Planning permission is not needed when both the present and proposed uses fall within the same class. For example, a greengrocer’s shop could be changed to a shoe shop without permission as these uses both fall within use class A1. However any physical changes

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associated with a development may still require planning permission. The General Permitted Development Order also allows some changes from one use class to another without the need for planning permission.

**Vernacular Materials** - Local construction materials.

**Waste Transfer Station** - Collection Point for local waste collection vehicles to deposit waste for loading into larger vehicles.

**Water Resource Zones (WRZ)** – The largest possible zone in which there is the same risk of a resource shortfall.

**Wheelchair Accessible Home Standards** - Wheelchair housing is designed to specifically meet the diverse and changing needs of wheelchair users. Wheelchair housing provides additional space and often more specialist specification of fixtures and fittings.

**Windfall sites** – Sites which become available for development unexpectedly and are therefore not included as allocated land in a local plan. Also known as unidentified sites.



## 38 Appendix 1 - Replacement Policies

**38.1** The following table lists those policies contained with the Adopted Uttlesford Local Plan 2005. The list is of those policies saved under Paragraph 1(3) of Schedule 8 to the planning and compulsory purchase act 2004.

Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
S1	Development Limits for the Main Urban Areas	SP9	Development within Development limits
S2	Development limits/policy Areas for Oakwood Park, Little Dunmow and Priors Green, Takeley/Little Canfield		
S3	Other Settlement Boundaries		
S4	Stansted Airport Boundary	SP11	London Stansted Airport
S5	Chesterford Park Boundary	LtCHE1	Chesterford Research Park
S6	Metropolitan Green Belt	SP10	Protection of the Countryside
S7	The Countryside		
S8	The Countryside Protection Zone		
GEN1	Access	TA1	Accessible Development
GEN2	Design	D1	High Quality Design
GEN3	Flood Protection	EN11	Minimising Flood Risk
		EN13	Surface Water Flooding
GEN4	Good Neighbourliness	SP12	Sustainable Development principles
		EN16	Pollutants
		EN17	Air Quality
		EN18	Contaminated Land
		EN19	Noise Sensitive Developments
		EN20	Light Pollution

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Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
GEN5	Light Pollution	EN20	Light Pollution
GEN6	Infrastructure Provision to Support Development	INF1	Infrastructure Delivery
GEN7	Nature Conservation	EN8	Protecting the Natural Environment
GEN8	Vehicle Parking Standards	TA4	Vehicle Parking Standards
E1	Distribution of Employment Land	EMP1	Employment Strategy
E2	Safeguarding Employment Land	EMP2	Existing and Proposed Employment Areas
E3	Access to Workspaces	TA1	Accessible Development
E4	Farm Diversification: Alternative use of Farmland	EMP4	Rural Economy
E5	Re-Use of Rural Buildings	C2	Re-Use of Rural Buildings
ENV1	Design of development within Conservation Areas	EN2	Design of Development within conservation areas
ENV2	Development affecting Listed Buildings	EN4	Development affecting Listed Buildings
ENV3	Open Spaces and Trees	EN10	Open Spaces
		EN11	Ancient Woodlands and Protected Trees
ENV4	Ancient Monuments and Sites of Archaeological Importance	EN5	Scheduled Monuments and Sites of Archaeological Importance
ENV5	Protection of Agricultural Land	SP10	Sustainable development principles
ENV6	Change of Use of Agricultural Land to Domestic Garden	C3	Change of Use of Agricultural Land to Domestic Garden
ENV7	The Protection of the Natural Environment Designated Sites	EN9	Protecting and Enhancing the Natural Environment

## 38 Appendix 1 - Replacement Policies

Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
ENV8	Other Landscape Elements of Importance for Nature Conservation	C1	Protection of Landscape Character
		EN8	Protecting the Natural Environment
ENV9	Historic Landscapes	EN6	Historic Parks and Gardens
		C1	Protection of Landscape Character
ENV10	Noise Sensitive Development and Disturbance from Aircraft	EN19	Noise Sensitive Development
ENV11	Noise Generators		
ENV12	Protection of Water Resources	EN14	Protection of Water Resources
ENV13	Exposure to Poor Air Quality	EN17	Air Quality
ENV14	Contaminated Land	EN18	Contaminated Land
ENV15	Renewable Energy	C1	Protection of Landscape Character
		EN1	Protecting the Historic Environment
		EN9	Protecting and Enhancing the Natural Environment
		EN16	Pollutants
H1	Housing Development	SP3	The Scale and Distribution of Housing Development
H2	Reserve Housing Provision	Site completed. Policy no longer in use.	
H3	New Houses within Development Limits	H5	Residential development in Settlements without Development Limits
		D1	High Quality Design

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Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
H4	Backland Development	H5	Residential development in Settlements without Development Limits
		D1	High quality design
H5	Subdivision of Dwellings	H3	Sub-division of Dwellings and Dwellings in Multiple Occupancy
H6	Conversion of Rural Buildings to Residential Use	C2	Re-use of Rural Buildings
H7	Replacement Dwellings	H4	House Extensions and Replacement Dwellings Beyond Development Limits
H8	Home Extensions		
H9	Affordable Housing	H6	Affordable Housing
H10	Housing Mix	H2	Housing Mix
H11	Affordable Housing on Exception Sites	H7	Affordable Housing on Exception Sites
H12	Agricultural Workers Dwellings	H12	Agricultural / Rural Workers' Dwellings
H13	Removal of Agricultural Occupancy Conditions		
LC1	Loss of Sports Fields and Recreational Facilities	INF2	Protection and Provision of Open Space, Sports Facilities and Playing Pitches
LC2	Access to Leisure and Cultural Facilities	TA1	Accessible Development
LC3	Community Facilities	C4	New Community Facilities in the Countryside
LC4	Provision of Outdoor Sport and Recreational Facilities beyond Development Limits	INF2	Protection and Provision of Open Space, Sports Facilities and Playing Pitches

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Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
		C4	New Community Facilities within the Countryside
LC5	Hotels and Bed and Breakfast Accommodation	EMP4	Rural Economy
		SP9	Development within Development Limits
		C2	Re-use of Rural Buildings
LC6	Land West of Little Walden Road, Saffron Walden	Site completed. Policy no longer in use.	
RS1	Access to Retailing and Services	TA1	Accessible Development
RS2	Town and Local Centres	RET1	Town and Local Centres Strategy
RS3	Retention of Retail and other Services in Rural Areas	RET4	Loss of Shops and Other Facilities
T1	Transport Improvements	TA5	New Transport Infrastructure or Measures
T2	Roadside Services and the new A120	Policy no longer in use.	
T3	Car Parking Associated with Development at Stansted Airport	SP11	London Stansted Airport
T4	Telecommunications Equipment	INF4	High Quality Communication Infrastructure and Superfast Broadband
Chesterford Park Local Policy 1	Identifies land for R&D Employment Development at Chesterford Park	LtCHE1	Chesterford Research Park
Elsenham Local Policy 1	Identifies Key Employment Areas in Elsenham	EMP1	Employment Strategy

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Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
Great Chesterford Local Policy 1	Identifies Key Employment Area at Great Chesterford	EMP1	Employment Strategy
Great Chesterford Local Policy 2	Identifies an Employment site at London Road, Great Chesterford	GtCHE2	Residential Commitments
GD1	Development within Great Dunmow Town Centre	RET1	Town and Local Centres strategy
GD2	Land to the rear of 37-75 High Street	Site completed. Policy no longer in use.	
GD3	Car Park Extension White Street, Great Dunmow	Site completed. Policy no longer in use.	
GD4	Residential Development within Great Dunmow's Built Up Area	Site completed. Policy no longer in use.	
GD5	Woodlands Park - Identifies a site for 1,253 new homes	GtDUN11	Residential Commitments
GD6	Great Dunmow Business Park	GtDUN9	Land West of Chelmsford Road
GD7	Safeguarding of Existing Employment Areas	EMP1	Employment Strategy
GD8	Civic Amenity Site and Depot	EMP1	Employment Strategy
Oakwood Park Local Policy 1	Oakwood Park Local Policy 1	FLI1	Residential Commitments
SW1	Saffron Walden Town Centre	RET3	Town and Local Centres and Shopping Frontages
SW2	Residential Development within Saffron Walden's Built up Area	Site completed. Policy no longer in use.	
SW3	Land south of Ashdon Road	Site completed. Policy no longer in use.	

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Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
SW4	Land adjoining the Saffron Business Centre	Site completed. Policy no longer in use.	
SW5	Thaxted Road Employment Site, Saffron Walden	SAF13	Land at Thaxted Road
SW6	Safeguarding of existing employment areas, Saffron Walden	EMP1	Employment Strategy
SW7	Land west of Little Walden Road	Site completed. Policy no longer in use.	
AIR1	Development in the Terminal Support Area	SP11	London Stansted Airport
AIR2	Cargo Handling/ Aircraft Maintenance Area		
AIR3	Development in the Southern Ancillary Area		
AIR4	Development in the Northern Ancillary Area		
AIR5	The Long Term Car Park		
AIR6	Strategic Landscape Areas		
AIR7	Public Safety Zones		
SM1	Local Centres, Stansted Mountfitchet	RET1	Town and Local Centres Strategy
SM2	Residential Development within Stansted Mountfitchet's Built Up Area	Sites completed. Policy no longer in use	
SM3	Site on the corner of Lower Street and Church Road, Stansted Mountfitchet	Sites completed. Policy no longer in use	
SM4/BIR1	Rochford Nurseries - identifies land for 720 new homes	Sites completed. Policy no longer in use	
SM5	Parsonage Farm	EMP1	Employment Strategy

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Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	To be replaced by (Policy Ref)	Policy Title
Start Hill Local Policy 1	Identifies Land for Employment Site at Start Hill	Site completed. Policy no longer in use	
Takeley local Policy 1	Land West of Hawthorn Close	Site completed. Policy no longer in use	
Takeley Local Policy 2	Land off St Valery	Site completed. Policy no longer in use	
Takeley/ Little Canfield Local Policy 3	Priors Green	Site completed. Policy no longer in use	
Takeley Local Policy 4	The Mobile Home Park	TAK3	Takeley Mobile Home Park
Takeley Local Policy 5	Safeguarding of Existing Employment Area in Parsonage Road	EMP1	Employment Strategy
Thaxted Local Policy 1	Local Centre - Thaxted	RET1	Town and Local Centres Strategy
Thaxted Local Policy 2	Land Adjacent to Sampford Road	Site completed. Policy no longer in use	
Thaxted Local Policy 3	Safeguarding of Employment Areas	THA2	Residential Commitments



## 39 Appendix 2 - Monitoring Framework

### Introduction

**39.1** This Appendix lists the objectives and relevant policies set out in the Local Plan, together with performance measures which will be monitored in order to assess whether the targets are being achieved. The table also identifies who will be responsible for collecting the performance information. The Council will set out the performance measure information that it collects in its Annual Monitoring Report.

#### Objective 1a - Meeting the Need for New Homes

To deliver housing for Uttlesford and to make sure that the housing being provided creates balanced communities by:

- Delivering sustainable, safe, attractive and healthy places to live while meeting local housing needs in terms of type and tenure including affordable housing and housing for people with specific accommodation needs.

### Relevant Policies

- SP2 - The Spatial Strategy 2011 - 2033
- SP3 - The Scale and Distribution of Housing Development
- SP6 – Easton Park Garden Community
- SP7 – North Uttlesford Garden Community
- SP8 – West of Braintree Garden Community
- H1 - Housing Density
- H2 - Housing Mix
- H3 - Subdivision of Dwellings and Dwellings in Multiple Occupancy
- H4 - House Extensions and Replacement Dwellings in the Countryside and in the Green Belt
- H5 - Residential Development in Settlements without Development Limits
- H6 - Affordable Housing
- H7 - Affordable Housing on Exception Sites
- H8 - Self-Build and Custom Build Housing
- H9 - Sites for Gypsies, Travellers and Travelling Showpeople
- H10- Accessible and Adaptable Homes

Target	Performance Measure	Collected by
To maintain a 5-year supply of housing	Housing Trajectory for 5 and 15 year period	UDC
Completion of 150 affordable homes per year (Corporate Target)	Net additional affordable dwellings completed per year	UDC

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Target	Performance Measure	Collected by
Deliver house types and sizes which meet local needs as identified in the SHMA 2015. Flats – 1 bed – 4% Flats – 2 bed – 3% Houses – 2 bed – 12% Houses – 3 bed – 43% Houses – 4+ beds – 38%	Dwelling sizes (no of bedrooms) of completed developments of 6+ dwellings between 2011 – 2033 measured annually	UDC
To provide:  7 unit learning disability scheme;  Affordable extra care/independent living units providing a total of 140 beds; and  Scheme for vulnerable adults between 2011 and 2031	Completion of housing for people with specific accommodation needs	UDC

### Objective 1b - Protecting and Supporting Rural Communities

To protect and support the village and rural communities beyond the market towns to ensure they thrive and remain vital by:

- Supporting rural diversification and rural employment opportunities including those related to agriculture, horticulture and forestry.

### Relevant Policies

- EMP4 - Rural Economy
- RET2 - The Location and Impact of New Retail Development
- RET4 - Loss of Shops and Other Facilities
- RET5 - New Shops in Rural Areas
- C2 - Re-use of Rural Buildings
- C4 - New Community Facilities within the Countryside

Target	Performance Measure	Collected by
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No permitted loss of village shop or other facility which does not meet policy criteria	Number of changes of use of village shops and other community assets permitted	UDC
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### Objective 1c – Thriving Safe Communities

To reduce the need to travel, shorten travel distances and make sustainable travel a priority by:

- Locating development so that the use of sustainable travel modes such as public transport, cycling and walking can be maximised whilst recognising the continuing role that the car has in meeting transport and accessibility needs in the rural area; and
- Facilitating the provision of sustainable smart travel solutions

### Relevant Policies

- SP2 – The Spatial Strategy 2011-2033
- SP5- Garden Community Principles
- SP6- Easton Park Garden Community
- SP7- North Uttlesford Garden Community
- SP8- West of Braintree Garden Community
- SP12 - Sustainable Development Principles
- RET5- New Shops in Rural Areas
- TA1 - Accessible Development
- TA2- Sustainable Transport
- TA3- Provision of Electric Charging Points for Vehicles
- TA5- New Transport Infrastructure or Measures

Target	Performance Measure	Collected by
Minimum of 90%	Amount and % of new residential development within market towns and key villages and garden communities	UDC

### Objective 1d – Infrastructure

To protect and enhance existing local services by:

- Ensuring that new and enhanced infrastructure is provided in a timely and sustainable manner to enable the needs of people and business to be met in relation to social, physical and green infrastructure including education, health, open space, sport and cultural facilities.

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### Relevant Policies

- SP5 - Garden Community Principles
- INF1 - Infrastructure Delivery
- INF2 – Protection and Provision of Open Space, Sports Facilities and Playing Pitches
- INF3 - Health Impact Assessments
- INF4 - High Quality Communications Infrastructure and Superfast Broadband

Target	Performance Measure	Collected by
Provision of a minimum of 2 ha of allotments between 2016 - 2033	Area of allotments provided and transferred to managing body	UDC
Provision of a minimum of 8 sports pitches between 2016 - 2033	Number of sports pitches provided and transferred to managing body	UDC
Provision of a minimum of 11 ha of natural greenspace between 2016 - 2033	Amount of greenspace provided and transferred to managing body	UDC
Target - Measurement against details presented in the Uttlesford Infrastructure Delivery Plan	Performance Measure – Delivery of major infrastructure priorities identified to facilitate development against IDP timescale.	UDC

### Objective 2a - Enabling Growth and Investment

To strengthen the local economy by:

- Enabling the growth of existing and new employers through the provision of suitable land and premises in sustainable locations to meet the anticipated needs and aspirations of businesses including providing opportunities for employment growth related to Stansted.

### Relevant Policies

- EMP1 - Employment Strategy
- SP11 - London Stansted Airport
- EMP2 - Existing and Proposed Employment Areas
- EMP3 - Non-Estate Employment Uses
- EMP4 - Rural Economy

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Target	Performance Measure	Collected by
Development of 21,000m <sup>2</sup> of office floorspace and 10.2ha of 'industrial' land for employment uses.	Net additional employment floorspace completed	UDC
Provision of 145,500m <sup>2</sup> of B2 and B8 Floorspace in the 'Northern Ancillary Area' of Stansted Airport.	Net additional employment floorspace completed	UDC
Provision of 8,000 additional jobs at Stansted Airport 2011 - 2033.	Net additional jobs provided as reported in the  Airport Employment Survey	Airport operator

### Objective 2b - Supporting the Market Towns

To support and enhance the role of Saffron Walden and Great Dunmow as important retail and service centres by:

- Supporting the provision of a wide range of services and facilities for the District whilst conserving and enhancing the historic character of the town centres.

### Relevant Policies

- SP2- The Spatial Strategy 2011-2033
- RET1 - Town and Local Centres Strategy
- RET2 - The location and impact of new retail development RET3 - Town and Centres and Shopping Frontages
- RET4 – Loss of Shops and Other Facilities
- EN1- Protecting the Historic Environment

Target	Performance Measure	Collected by
5,000m <sup>2</sup> of comparison floorspace	Net additional floorspace completed	UDC
No net loss of A1 uses on Primary Street Frontages	Number of A1 uses on Primary Street Frontages	UDC

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### Objective 2c - Stansted Airport

To accommodate development by:

- Utilising the permitted capacity of the existing runway and provide for the maximum number of connecting journeys by air passengers and workers to be made by public transport: and
- Ensuring that appropriate surface access infrastructure and service capacity will be provided without impacting on capacity to meet the demands of other network users.

### Relevant Policies

- SP11 - London Stansted Airport
- TA2 - Sustainable Transport

Target	Performance Measure	Collected by
Increased use of public transport by passengers and employees	Quarterly Moving Annual Total produced by CAA	CAA

### Objective 3a – Safeguarding Uttlesford’s Distinctive Character and Environment

To conserve and enhance the locally distinctive and character of Uttlesford by:

- Conserving and enhancing the market towns and rural settlements and their settings within Uttlesford and retaining the separation between settlements;
- Conserving and enhancing the natural environment and varied landscape character, reflecting the ecological and landscape sensitivity of the District;
- Conserving and enhancing the District’s heritage assets and their settings;
- Maintaining and protecting the Metropolitan Green Belt by only allowing inappropriate development in very special circumstances in accordance with government advice;
- Maintaining and protecting the Countryside Protection Zone by not allowing development in the CPZ if new buildings or uses of land do not lead to coalescence between London Stansted Airport and existing development and do not adversely affect the open character of the Zone; and
- Ensuring that growth is accommodated in ways that reflect the character of the District by promoting appropriate spatial patterns of development.

### Relevant Policies

- EN1 - Protecting the Historic Environment

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- D1 - High Quality Design
- SP10 - Protection of the Countryside
- SP11 - London Stansted Airport
- EN2 - Design of Development within Conservation Areas
- EN3 - Protecting the significance of Conservation Areas
- EN4 - Development affecting Listed Buildings
- EN5 - Scheduled Monuments and Sites of Archaeological Importance.
- EN6 - Historic parks and gardens
- EN7 - Non-designated assets of Local Importance
- EN8 - Protecting the Natural Environment
- EN9 - Protecting and Enhancing the Natural Environment
- EN10 - Traditional Open Spaces and Trees
- EN11 - Minimising Flood Risk
- EN12 - Surface Water Flooding

Target	Performance Measure	Collected by
No Development to be permitted in Metropolitan Green Belt contrary to policy	Number of new dwellings permitted within Green Belt	UDC
No development to be permitted in the Countryside Protection Zone contrary to policy	Number of new free standing dwellings permitted within the Countryside Protection Zone	UDC
Annual reduction in number of Buildings on Buildings at Risk Register.	Number of Buildings on Heritage Risk Register	ECC / UDC
No development to be permitted beyond Development Limits contrary to policy	Number of new dwellings permitted beyond development limits that do not meet policy criteria.	UDC
No deterioration in condition of SSSIs	Condition of SSSIs	Natural England
Annual increase in number of Local Wildlife Sites under Positive Conservation Management	Number of Local Wildlife Sites under Positive Conservation Management	Essex Wildlife Trust
No inappropriate development to be approved in areas at risk of flooding.	Number of planning permission granted contrary to Environment Agency advice	EA / UDC

## Appendix 2 - Monitoring Framework 39

### Objective 3b - Climate change and use of resources

To minimise demand for resources and mitigate and adapt to climate change by:

- Promoting sustainable design and construction in all development;
- Encouraging renewable energy production in appropriate locations;
- Ensuring development is located and designed to be resilient to future climate change and the risk of flooding; and
- Ensuring new development promotes the use of sustainable travel.

### Relevant Policies

- SP2- The Spatial Strategy 2011-2033
- SP5- Garden Community Principles
- SP6- Easton Park Garden Community
- SP7- North Uttlesford Garden Community
- SP8- West of Braintree Garden Community
- TA2- Sustainable Transport
- TA3- Provision of Electric Charging Points for Vehicles
- TA5- New Transport Infrastructure or Measures
- SP12 - Sustainable Development Principles
- EN13 - Protection of Water Resources
- EN15 - Pollutants
- EN16 - Air Quality
- EN17 - Contaminated Land
- EN18 - Noise Sensitive Development
- EN14 - Minerals Safeguarding

Target	Performance Measure	Collected by
All new commercial development to have a minimum energy efficiency target which accords with BREEAM very good rating as the minimum standard.	Floorspace and percentage of commercial development built to at least BREEAM very good rating	DCLG
Reduction in levels of air pollution within AQMA in accordance with the latest Air Quality Action Plan	Local Air Quality Updating and Screening Assessment report and Air Quality Progress Reports	UDC
No inappropriate development within poor air quality zones	Number of dwellings built within poor air quality zones	UDC



### **Housing Trajectory and the Five Year Land Supply**

- 1.1 The housing trajectory shows that the plan provides a five year land supply of 5.98 years as of April 2017. This will be updated to reflect data for 2018 in a topic paper prior to submission of the plan to the Secretary of State.
- 1.2 The five year land supply in appendix 3 is calculated using the 'Liverpool methodology' this means that any backlog from previous years is spread throughout the plan period. The reason for this is that the development strategy plan to deliver a significant amount of housing in the new Garden Communities, These have a longer lean-in time that means that they do not deliver early in the plan-period but once they start delivering, they will provide significant levels of housing throughout the rest of the plan period, and beyond.
- 1.3 the trajectory is 'stepped' to reflect the higher delivery in the later years once the garden communities start to see housing completions.
- 1.4 The five year land supply calculation is set out below.

[illegible]

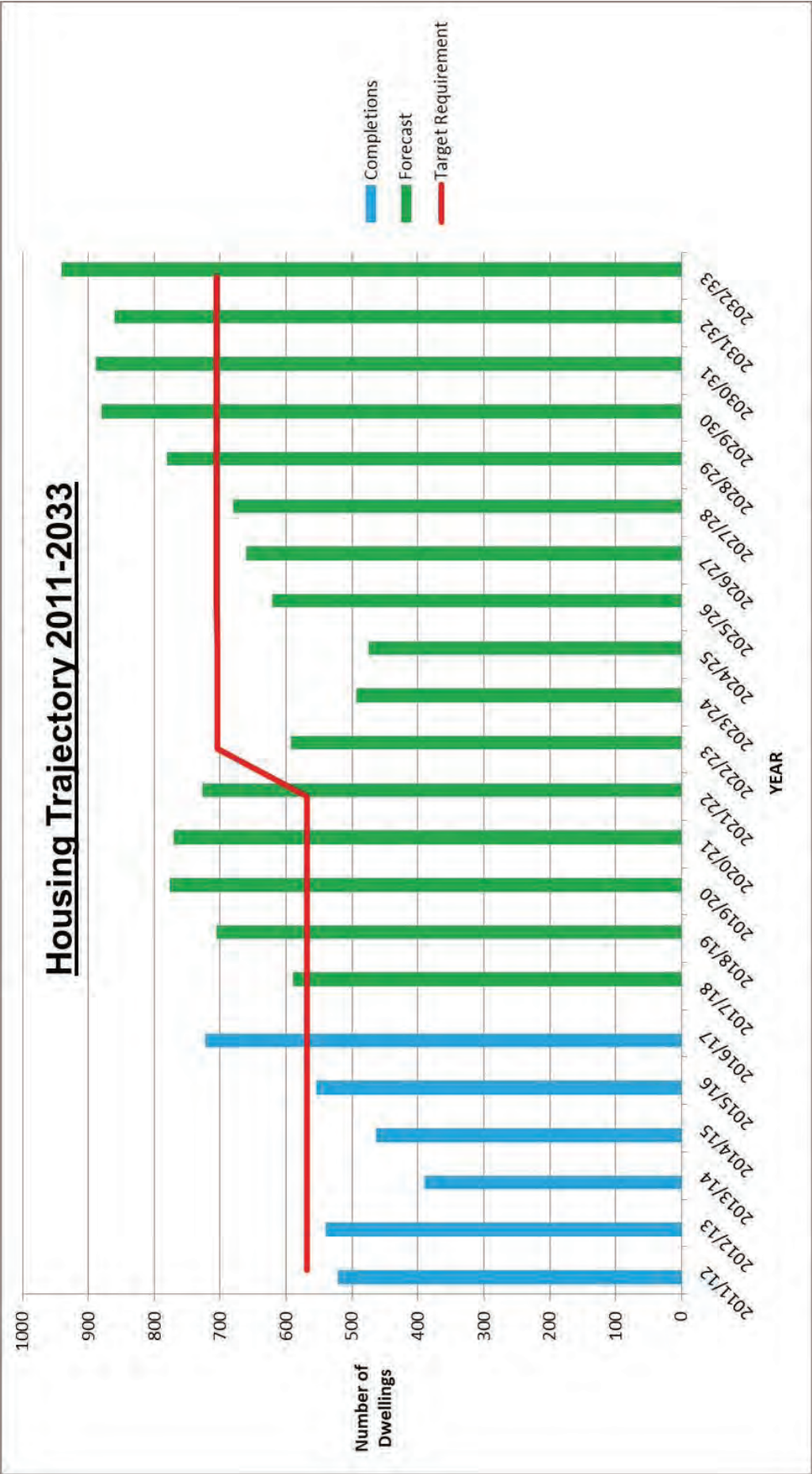
	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-33	2032-33	Total
Easton Park Garden Community	0	0	0	0	0	0	0	0	0	0	0	50	75	100	125	150	175	200	250	250	250	300	1925
West of Braintree Garden Community	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	70	100	150	150	150	150	150	970
North Uttlesford Garden Community	0	0	0	0	0	0	0	0	0	0	0	50	75	100	125	150	175	200	250	250	250	300	1925
Total Delivery	0	0	0	0	0	0	0	0	0	0	0	100	150	200	300	370	450	550	650	650	650	750	4820

In total the Garden Communities are expected to deliver 4,820 homes in Uttlesford during the plan period and 13,680 post plan period.

## Appendix 3 - Housing Trajectory 40

5YLS Calculation in full (5% Liverpool)	Sum	Equals
Target – years 2017/18-2021/22	$568 \times 5 =$	2,840
Shortfall – years 2011/12-2016/17	$(568 \times 6) -$ $(521+540+390+463+554+722) =$	218
The shortfall that is carried forward into the first five years, under the Liverpool methodology	$= 218 \times (5/16)$	68
Target plus shortfall	$2,820 + 68 =$	2,908
Adding in a 5% buffer to ensure choice and competition in the market for land [Final Target]	$2,908 \times 1.05 =$	3,054
Supply in years 2017/18-2021/22	$589 + 706 + 777 + 809 + 737 =$	3,570
% of target available of deliverable sites =	$100 \times (3,618 / 3,054) =$	117%
Supply in years	$5 \times 100 \times (3,618 / 3,054) =$	5.85

40 Appendix 3 - Housing Trajectory



Picture 40.1



## Appendix 4 - Garden Community Principles 41

**41.1** The Town and County Planning Association was founded in 1899 by Ebenezer Howard to promote the idea of the Garden City. It is a reformist movement concerned with planning, housing and the environment. The TCPA has produced a suite of guidance with practical steps for making 21st Century Garden Cities a reality. In July 2014 the TCPA published 'The Art of Building a Garden City: Garden City Standards for the 21st Century.' This document sets out the Garden City principles in detail.

**41.2** The Garden City principles<sup>(67)</sup> are a distillation of the key elements that have made the Garden City model of development so successful, articulated for a 21st century context. Taken together, the principles form an indivisible and interlocking framework for the delivery of high-quality places.

**41.3** A Garden City is a holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for their delivery. The principles are:

### **1. Land value capture for the benefit of the community:**

**41.4** A distinguishing characteristic of the Garden City is the fair distribution to the community of the profits that result from new development. Capturing rising land values created by the development of the town can repay infrastructure costs and provide a portfolio of assets which are proactively managed in perpetuity for the benefit of the Garden City community. This requires the acquisition of land at, or near, current use value by a body with effective planning and land assembly powers. Ideally, this requires a Development Corporation which could be led by a local authority. Access to compulsory purchase powers is crucial as a power of last resort for such bodies. The development of land is one major source of asset values and income but the control of core utilities and, in particular, local energy companies, provides significant opportunities for capturing values and securing genuinely localised and resilient economies.

### **2. Strong vision, leadership and community engagement:**

**41.5** If Garden Cities are to be successful, they need strong political support and leadership, with a clear vision and firm commitment. This commitment should be made as early as possible in the planning process to provide reassurance and certainty for all parties. Both the designation process and the development of the Garden City should demonstrate a real commitment to community participation. Such participation must be set within the context of the needs of people already living in the area and those in the wider community who need a home. New Garden Cities require the very best of professional expertise. If a local authority decides to pursue the development of a new Garden City or Suburb, it will need a dedicated planning and delivery team with the right skills and expertise.

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67 Available: <https://www.tcpa.org.uk/garden-city-principles>

## 41 Appendix 4 - Garden Community Principles

### 3. Community ownership of land and long-term stewardship of assets:

**41.6** A suitable body will need to be established to manage the assets of the Garden City in the long term. This management body can take a variety of forms, and the most suitable approach should emerge through the design and delivery process. If the organisation that will manage the community in perpetuity is different from the organisation that has delivered the development, then at an appropriate time (no less than 25 years) the ownership of the Garden City's land and assets should be endowed to the management organisation to manage it in the long term, re-investing profits back into the Garden City. It is essential that a plan for financing the maintenance and management of community assets is set out at an early stage and appropriate finance endowed to the long-term stewardship organisation.

### 4. Mixed-tenure homes and housing types that are genuinely affordable for everyone:

**41.7** Garden cities must have a primary focus on providing homes for those most in need. Garden cities should provide diverse housing tenure options, delivered by a range of providers, from housing associations to smaller providers such as co-operatives and community land trusts. Self-build and custom build homes are an important part of the housing mix in Garden Cities, and land should be designed for this purpose, potentially as serviced plots. At least 30% of homes in a new Garden City should be for social rent. Other forms of affordable housing such as shared equity, low cost or discounted ownership should form at least a further 30% of homes, with clear mechanisms to ensure that this is made available in perpetuity. There are opportunities for the town developer to operate as a Housing Association, or to have a Housing Association as a subsidiary of the organisation, as part of a broad portfolio of assets and enterprises. This arrangement should be complemented by other smaller players such as housing co-operatives or community land trusts in order to deliver a range of tenure options. The Garden City model of land value capture makes achieving genuinely affordable homes a viable prospect.

### 5. A robust range of local jobs in the Garden City and within easy commuting distance of homes:

**41.8** Garden Cities are not simply about housing – a broad range of employment opportunities is required if unnecessary or undesirable commuting is to be avoided. Sustainable transport networks should facilitate sustainable commuting where necessary, but a new Garden City should aim to be broadly self-contained while playing a role in the wider area. Garden Cities must accommodate smart systems and should be flexible enough to respond to the changing nature of – and emerging trends in – work and technology. New Garden Cities must provide a full range of employment opportunities, with the aim of no less than one job per new household. The achievement of complete employment self-sufficiency is impossible, and not always desirable, but the aim should be to reduce the need to travel to work as far as is practicable. A clear economic strategy must be established at the inception of a new Garden City. It should engage private sector employers and key players in the knowledge economy, such as research and educational partners. This strategy should also quantify the outcomes of other key Garden City principles in building a local economy.

## Appendix 4 - Garden Community Principles 41

**6. Beautifully and imaginatively designed homes with gardens, combining the very best of town and country to create healthy communities, and including opportunities to grow food:**

**41.9** Garden Cities are defined by quality and innovation in all aspects of design and technology. Aesthetically this means aspiring to the very best domestic and commercial architecture with sensitivity to local vernacular design and materials. The original Garden City designs reflected a fusion of the best of the past while embracing new materials and the needs of modern living. This means making the most of new technologies and innovations in construction and design. The 21st century Garden City will be characterised by a landscape structure of multi-functional green infrastructure, including the private or shared gardens associated with homes, areas for local food growing such as allotments and community gardens/ orchards and a surrounding belt of well managed agricultural land. Garden Cities must be designed to enable households to enjoy healthy lifestyles in a high-quality built environment including through active travel and physical activity, and access to healthier food.

**7. Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience:**

**41.10** Garden Cities are places in which human development positively enhances the natural environment. New Garden Cities should yield a net gain in local biodiversity. Garden Cities must demonstrate the highest standards of innovation in zero-carbon and energy-positive technology in order to reduce the impact of climate change including emissions. Garden Cities must be water efficient and must aim to be water-neutral in areas of serious water stress. The location, layout and construction of a Garden City should minimise, and wherever practicable avoid, flood risk.

**8. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods:**

**41.11** Garden Cities are places of cultural diversity and vibrancy with design contributing to sociable neighbourhoods. This means, for example, shaping design with the needs of children's play, teenage interests and the aspirations of elderly in mind. Creating shared spaces for social interaction and space for both formal and informal artistic activities, as well as sport and leisure activities. Garden Cities should provide a full range of cultural, recreational, retail and commercial activities which are easily accessible for everyone.

**9. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport:**

**41.12** Garden Cities should be designed to encourage positive behavioural change in terms of low-carbon transport; walking, cycling and public transport should be the most convenient and affordable forms of transport. This means ensuring a comprehensive and safe network of footpaths and cycleways throughout the development, and public transport nodes within a short walking distance of all homes. Multi-user routes should be created that are accessible to all vulnerable road users,



## 41 Appendix 4 - Garden Community Principles

such as equestrian users. Where car travel is necessary, consideration should be made of shared transport approaches such as car clubs. Garden cities should embrace new low- and zero-carbon technologies and aim to be free of polluting vehicles as soon as possible and within 20 years. Garden Cities should be located where there are existing rapid public transport links to major cities, or where real plans are in place for their provision or better connectivity is developed as part of the Garden City principle and infrastructure development. Multi-user routes should be created that are accessible to all vulnerable road users, such as equestrian users. Provision should be made for infrastructure for electric vehicles or better connectivity is developed as part of the Garden City principle and infrastructure development. Provision should be made for infrastructure for electric vehicles.

## Appendix 5 - Marketing Assessment Information 42

### Introduction

**42.1** A number of policies in this Plan ask applicants to demonstrate that there is no demand for alternative uses before planning permission can be granted for the applicants preferred use. This is done partly through marketing information which is supplied to the Council to consider as part of the decision making process. The following sets out what is expected in a marketing exercise and how the information will be used. The policies that this appendix applies to are:

- Policy EMP1 - Existing and Proposed Employment Areas Policy
- EMP2 - Non-Estate Employment Uses
- Policy RET1 - Town and Local Centres and Shopping Frontages Policy
- RET2 - Loss of Village Shops and Other Facilities

### General Criteria

**42.2** Where the policy requires that the property is marketed – this will be for a period of at least 12 months for freehold and/or leasehold as appropriate.

**42.3** The property should be widely advertised on site, in estate agents and in relevant newspapers, property and trade magazines, and websites where prospective users would be expected to search.

**42.4** The advertising should include all potential uses within the terms of the policy. Restricted advertising which does not cover the full range of uses to which a building could be put will inevitably lead to a limited response.

**42.5** The price should be realistic and reflect the current use and not the potential value with planning permission for some alternative use. A covenant can be applied to a sale to recoup any uplift in value secured by the new owners.

**42.6** In addition to advertising the applicant should be able to demonstrate that they have proactively tried to find a tenant/buyer including engaging with businesses, tourist or community groups etc who might be interested in using the building.

**42.7** Any marketing campaign should have concluded no more than 6 months prior to the submission of an application for an alternative use.

### Policy Specific Criteria

Policy EMP1 - Existing and Proposed Employment Areas and Policy EMP2 – Non Estate Employment Uses

**42.8** The above criteria will apply but the Council would expect the property to be marketed for employment uses. The marketing should be supplemented by an independent assessment that the use is unlikely to be economically viable in the

## 42 Appendix 5 - Marketing Assessment Information

foreseeable future. That assessment should be undertaken by a reputable and suitably experienced company to be determined by the Council in agreement with the applicant and to be funded by the applicant.

### Policy RET1 - Shops and Other Town Centre Uses

**42.9** The above criteria will apply but the Council would only expect the property to marketed for town centre uses, falling within the "A" Class of the Use Classes Order.

### Policy RET2 - Loss of Village Shops and Other Facilities

**42.10** Where the property is identified on the list of Assets of Community Value additional requirements will need to be met as set out in the Assets of Community Value Policy Statement or other relevant Government advice/regulations. Even if there is no interest from the community in purchasing such assets the Council will expect the applicant to meet the criteria above.

## Appendix 6 - Existing Employment Sites Schedule 43

Appendix 6 identifies existing employment areas, as shown on the Policies Map to be protected for B1, B2 or B8 uses as set out in Policy EMP1.

1. Martel Works, Barnston
2. Sion House, Birchanger
3. Land adjacent to Hill Green Farm, Clavering
4. Britannical Works, Clavering
5. Golds Business Park, Elsenham
6. Old Mead Road Elsenham
7. Industrial Estate, Gaunts End, Elsenham
8. Station Approach, Great Chesterford
9. London Road/Ickleton Road, Great Chesterford
10. Chesterford Research Park, Little Chesterford
11. Chelmsford Road Industrial Estate, Great Dunmow
12. Flitch Industrial Estate, Great Dunmow
13. Haslers Yard, Great Dunmow
14. Hoblongs Industrial Estate, Great Dunmow
15. Ongar Road Industrial Estate, Great Dunmow
16. Station Road Industrial Estate, Great Dunmow
17. Waste Processing Facility, Great Dunmow
18. Stansted Distribution Centre, Great Hallingbury
19. Thremhall Park, Great Hallingbury
20. Winfresh Ripening Centre, Little Canfield
21. Hall Farm, Little Walden
22. The Maltings, Newport
23. Audley End Business Centre, Audley End, Saffron Walden
24. Saffron Business Centre, Saffron Walden
25. Former Pulse Factory (previously known as Printpack), Saffron Walden
26. Shire Hill Industrial Estate, Saffron Walden
27. Riverside Business Park, Stansted Mountfitchet
28. Sworders Auctioneers Site, Cambridge Road, Stansted Mountfitchet
29. M11 Business Park, Parsonage Lane, Stansted Mountfitchet
30. Takeley Business Centre, Takeley
31. Business Centre, Parsonage Road, Takeley
32. Stansted Courtyard, Takeley
33. Bearwalden Industrial Estate, Wendens Ambo

## 44 **Appendix 7 - Inset Maps**

### **List of Inset Maps**

Policies Key

Policies Map

Easton Park Garden Community

North Uttlesford Garden Community

West of Braintree Garden Community

Villages and towns: Arkesden – Widdington



Metropolitan Green Belt

Countryside Protection zone

## Policies Key 45

### Uttlesford Pre-Submission Local Plan 2018 Policies Key



#### Boundaries
















-  District Boundary
-  Inset Map Boundary

#### Proposals

-  Allocated Residential Sites
-  Uttlesford Garden Community
-  Braintree Garden Community
-  Proposed Employment Sites
-  Education Site
-  Community Education Site
-  Allocated Green Space Sites
-  Development Opportunity Areas
-  Proposed Retail Sites

#### Policy Areas

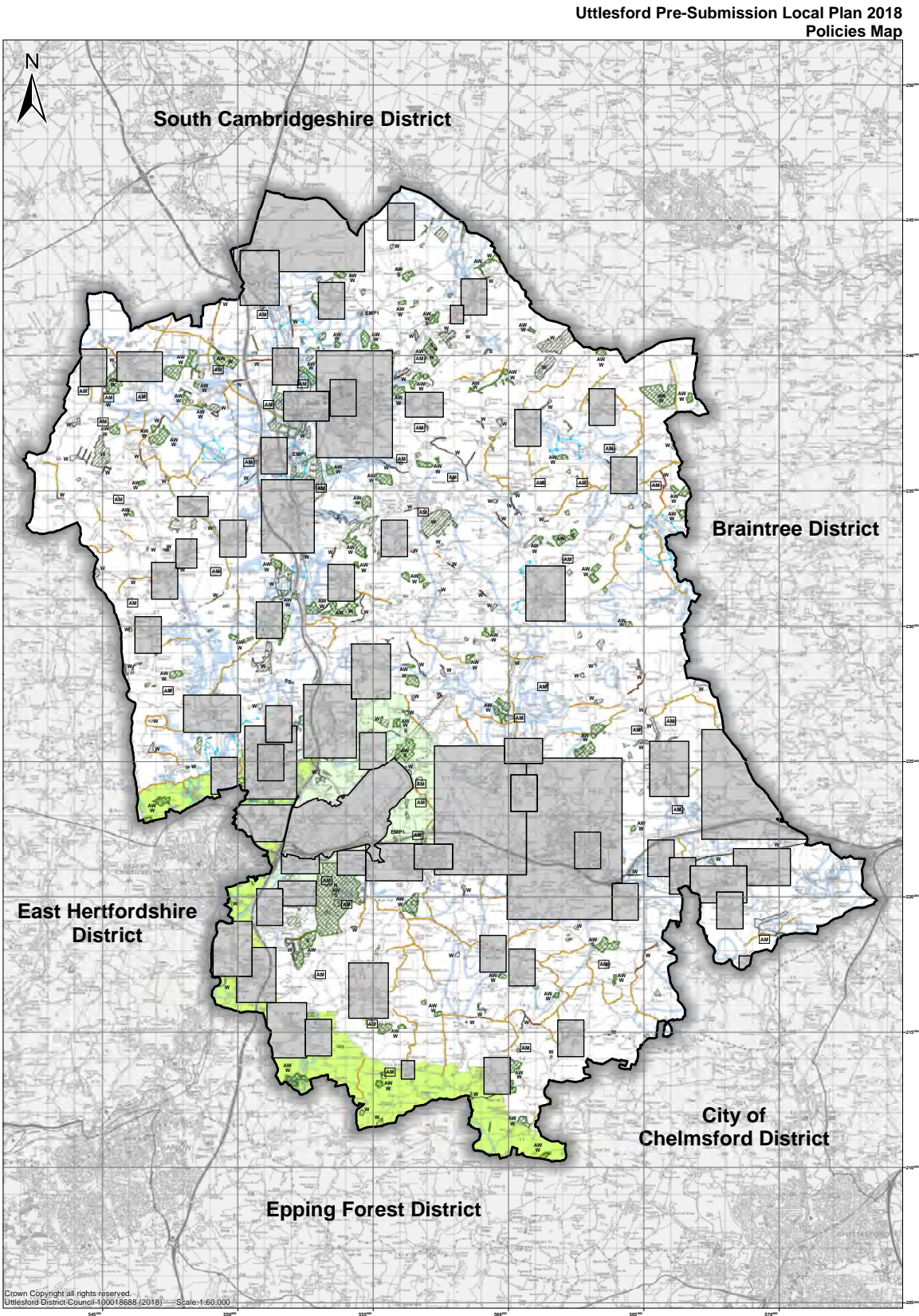
-  Development Limits
-  Countryside Protection Zone

-  Existing Employment Sites
-  Site of Special Scientific Interest (SSSI)
-  National Nature Reserve
-  Local Wildlife Site
-  Ancient Woodland
-  Important Woodland
-  Special Verges
-  Ancient Monument
-  Historic Parks & Gardens
-  Protected Lanes
-  Town/Local Centre Boundary
-  Primary Shop Frontages
-  Secondary Shop Frontages
-  Metropolitan Green Belt
-  Geological Sites

-  Protected Open Space
-  Poor Air Quality Zone
-  Air Quality Management Zone
-  Source Protection Zone 1
-  Source Protection Zone 2
-  Source Protection Zone 3
-  Conservation Area
-  Stansted Airport Development
-  Stansted Airport Strategic Allocation Area
-  Mineral Safeguarding Site
-  Strategic Landscape Areas
-  Public Safety Zone 1:10,000 risk
-  Public Safety Zone 1:100,000 risk
-  Mobile Home Park
-  Community Hospital



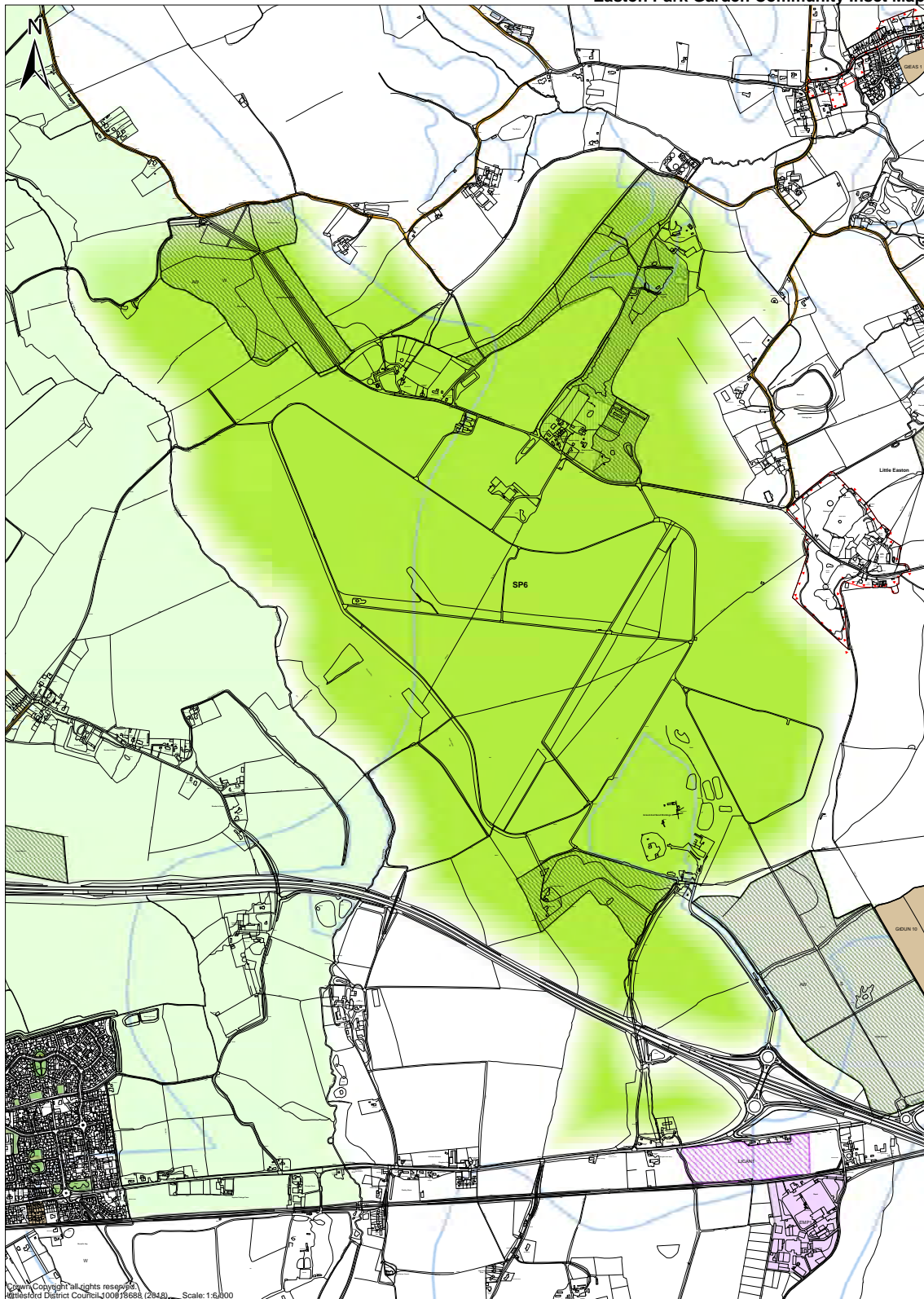
46 Policies Map





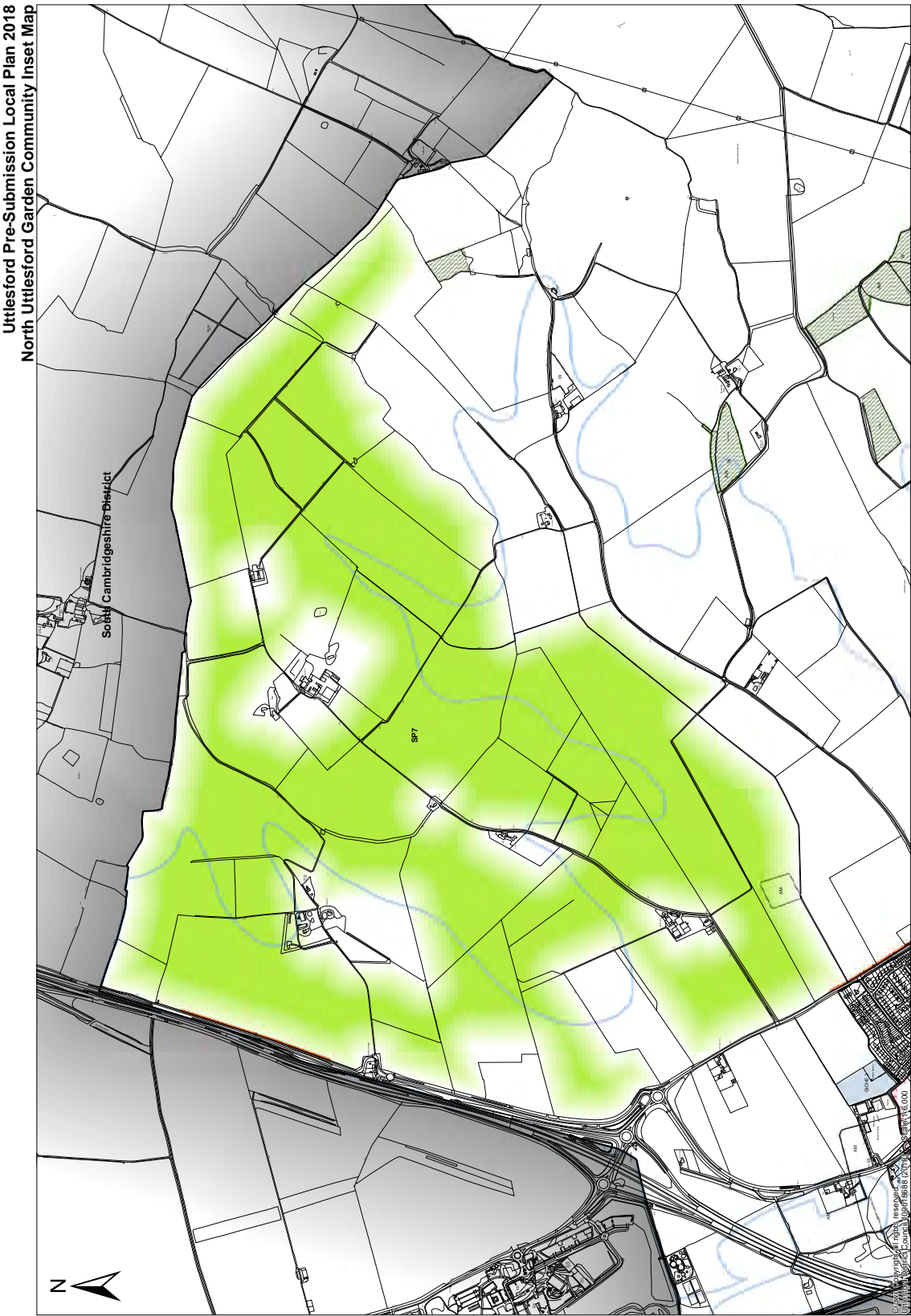
## Easton Park Garden Community 47

Uttlesford Pre-Submission Local Plan 2018  
Easton Park Garden Community Inset Map

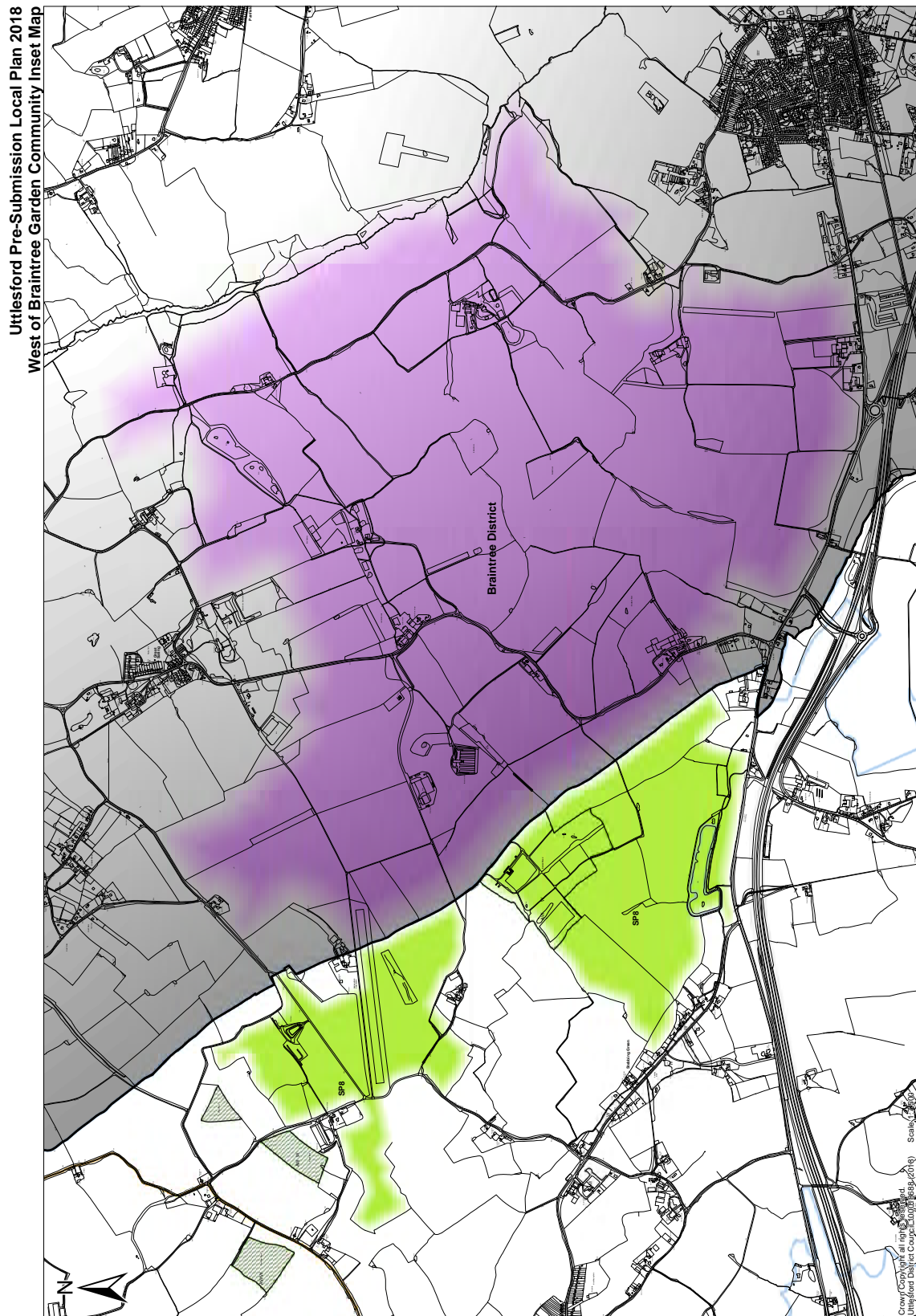




48 North Uttlesford Garden Community

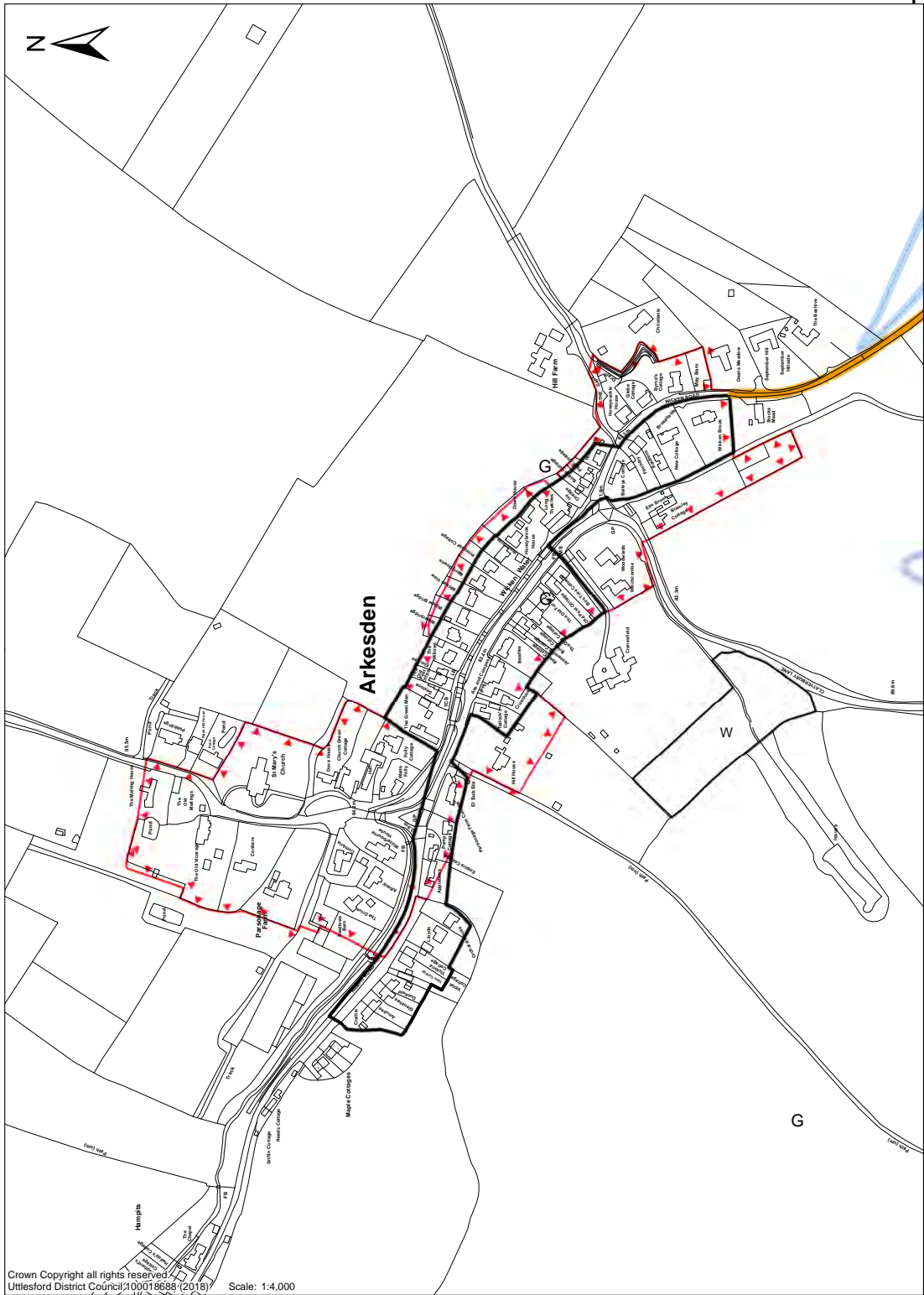


## West of Braintree Garden Community 49



50 Arkesden

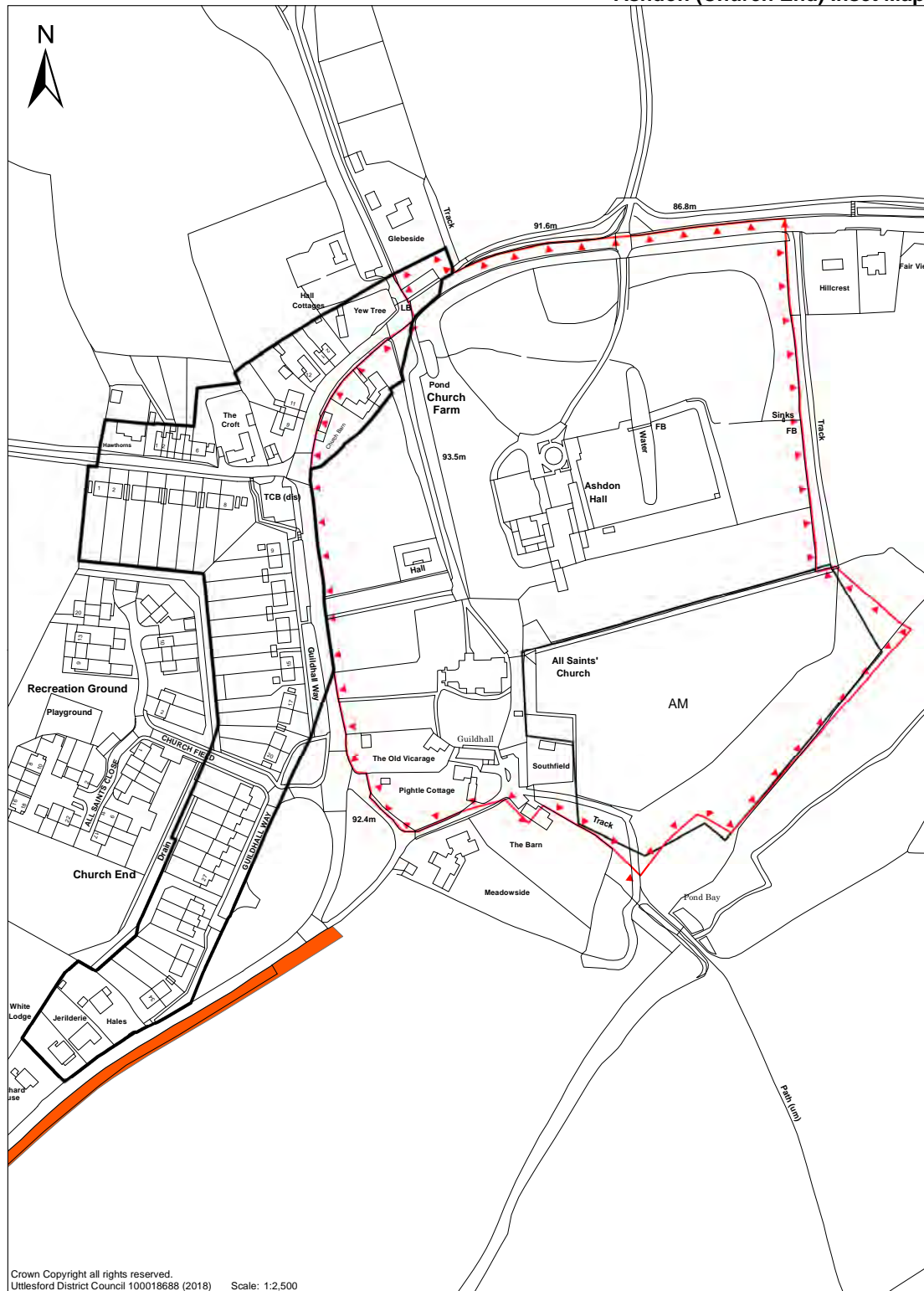
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Arkesden Inset Map





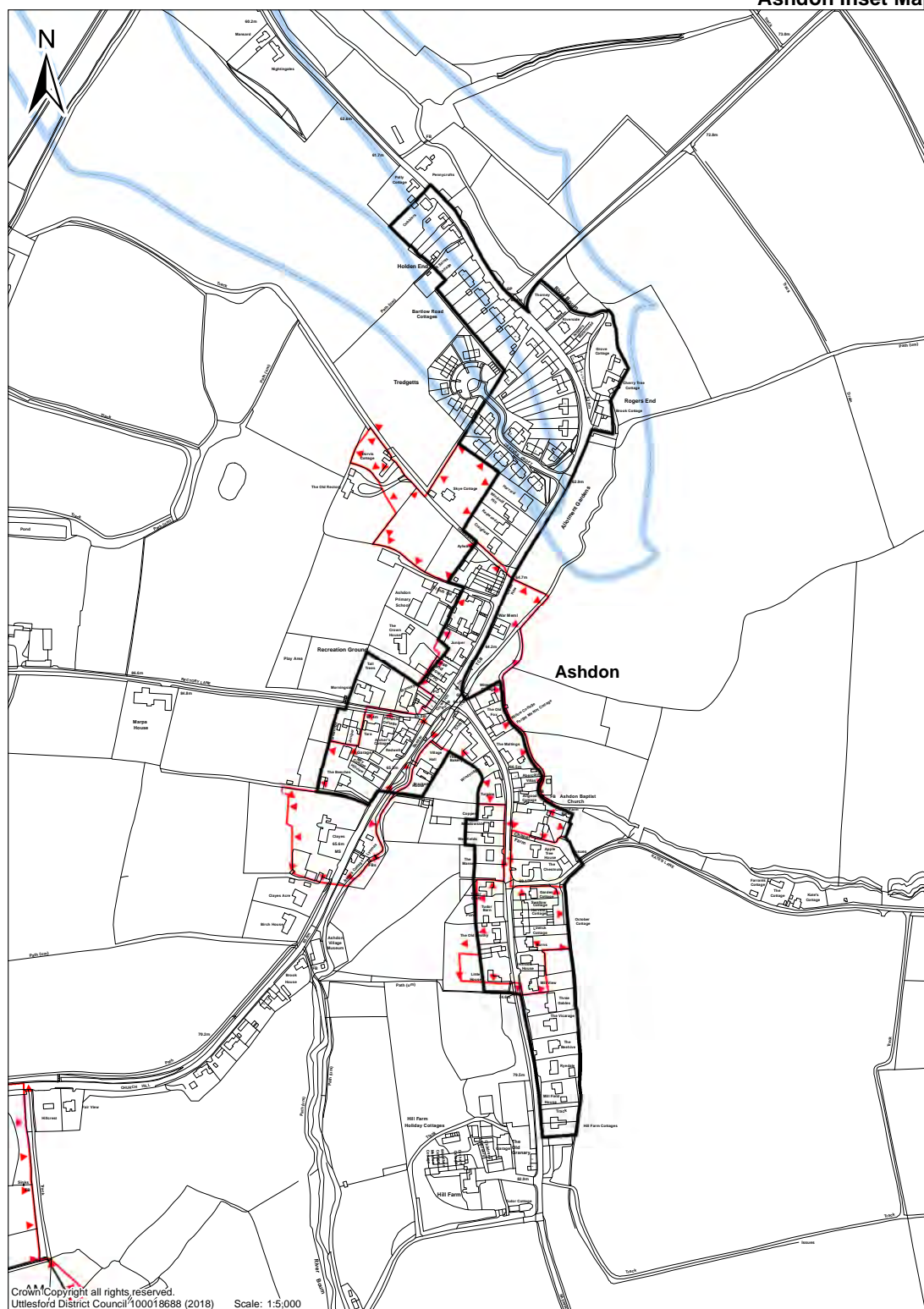
## Ashdon Church End 51

### Uttlesford Pre-Submission Local Plan 2018 Ashdon (Church End) Inset Map



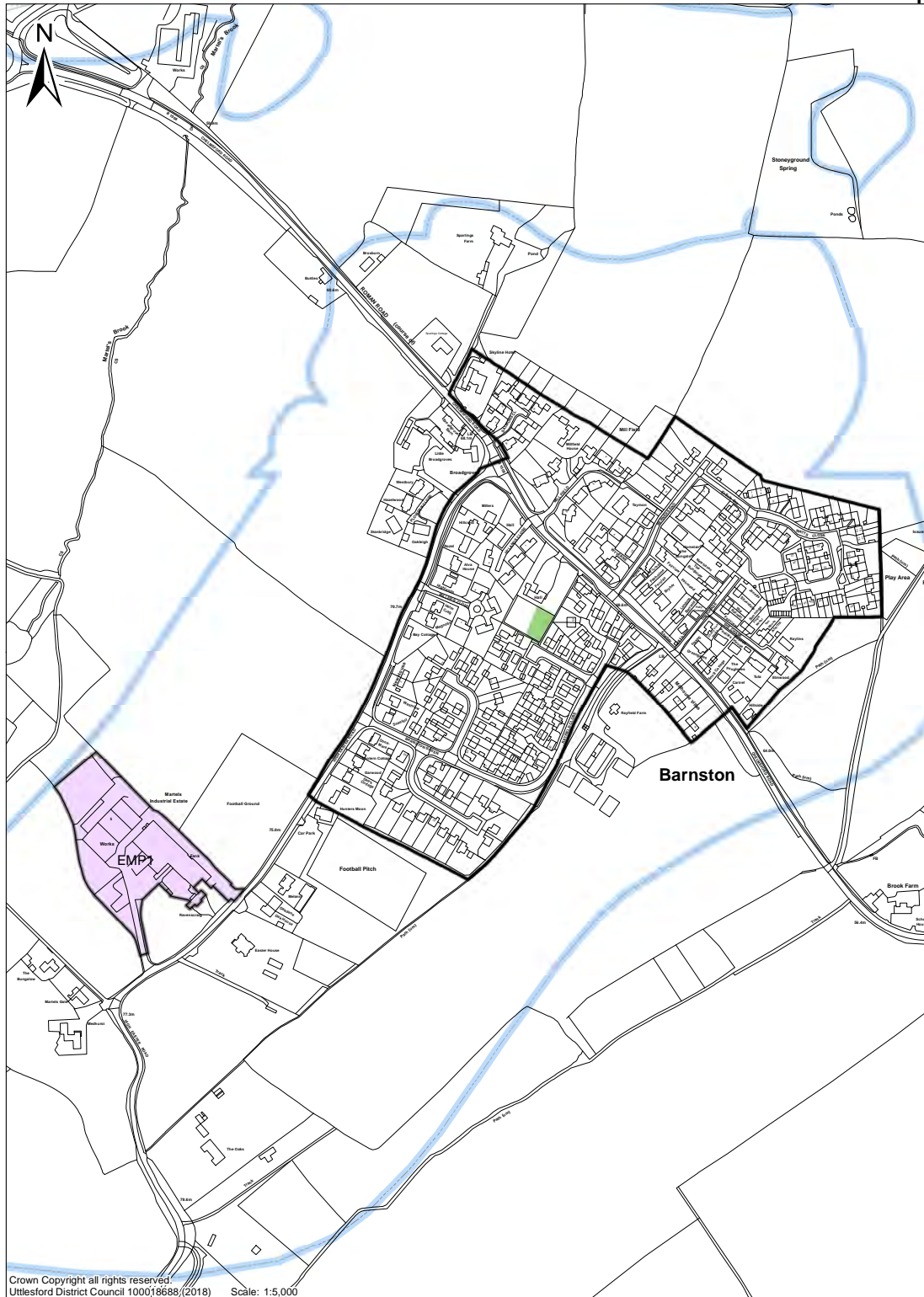
## 52 Ashdon

## Uttlesford Pre-Submission Local Plan 2018 Ashdon Inset Map



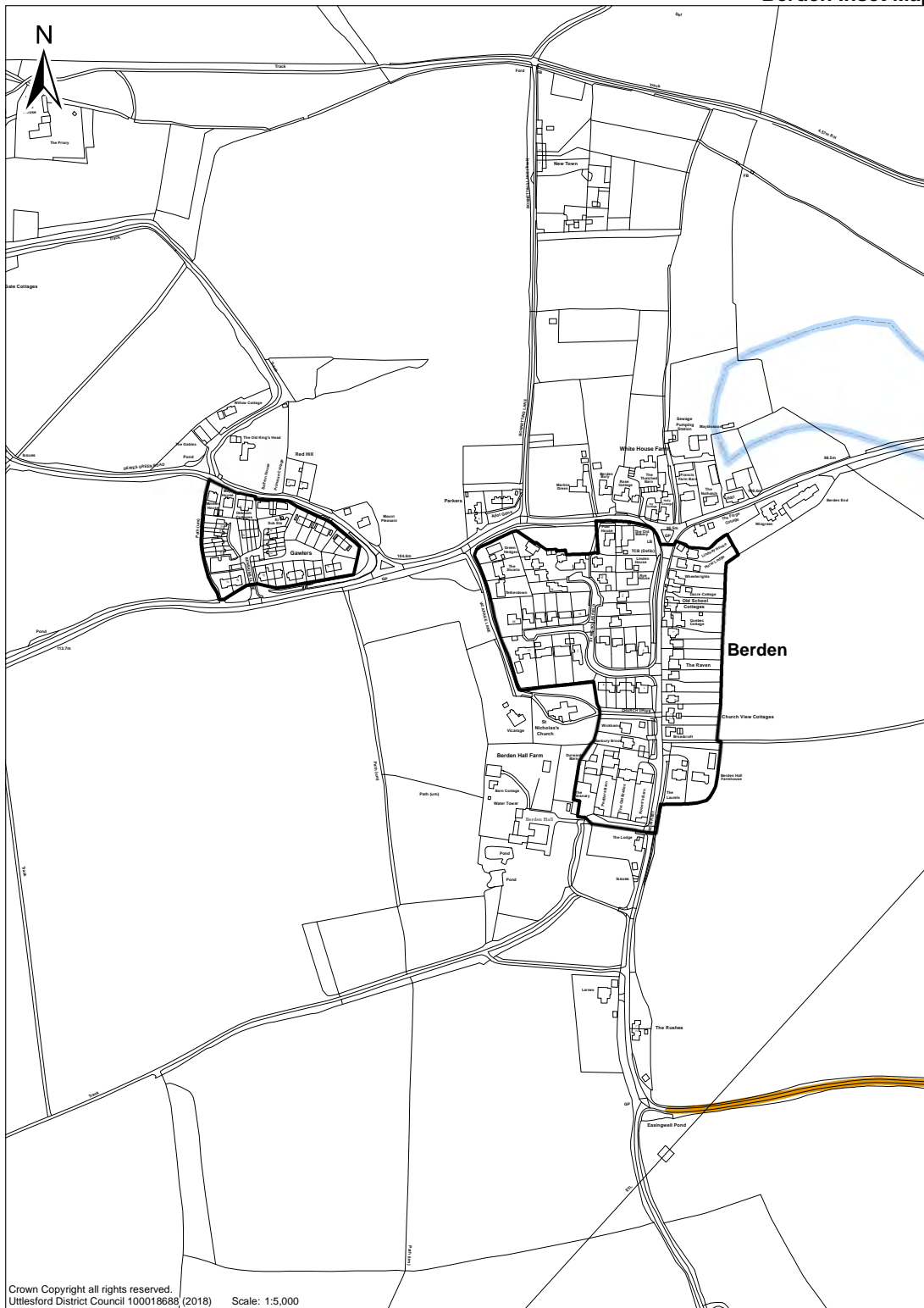
## Barnston 53

Uttlesford Pre-Submission Local Plan 2018  
Barnston Inset Map



## 54 Berden

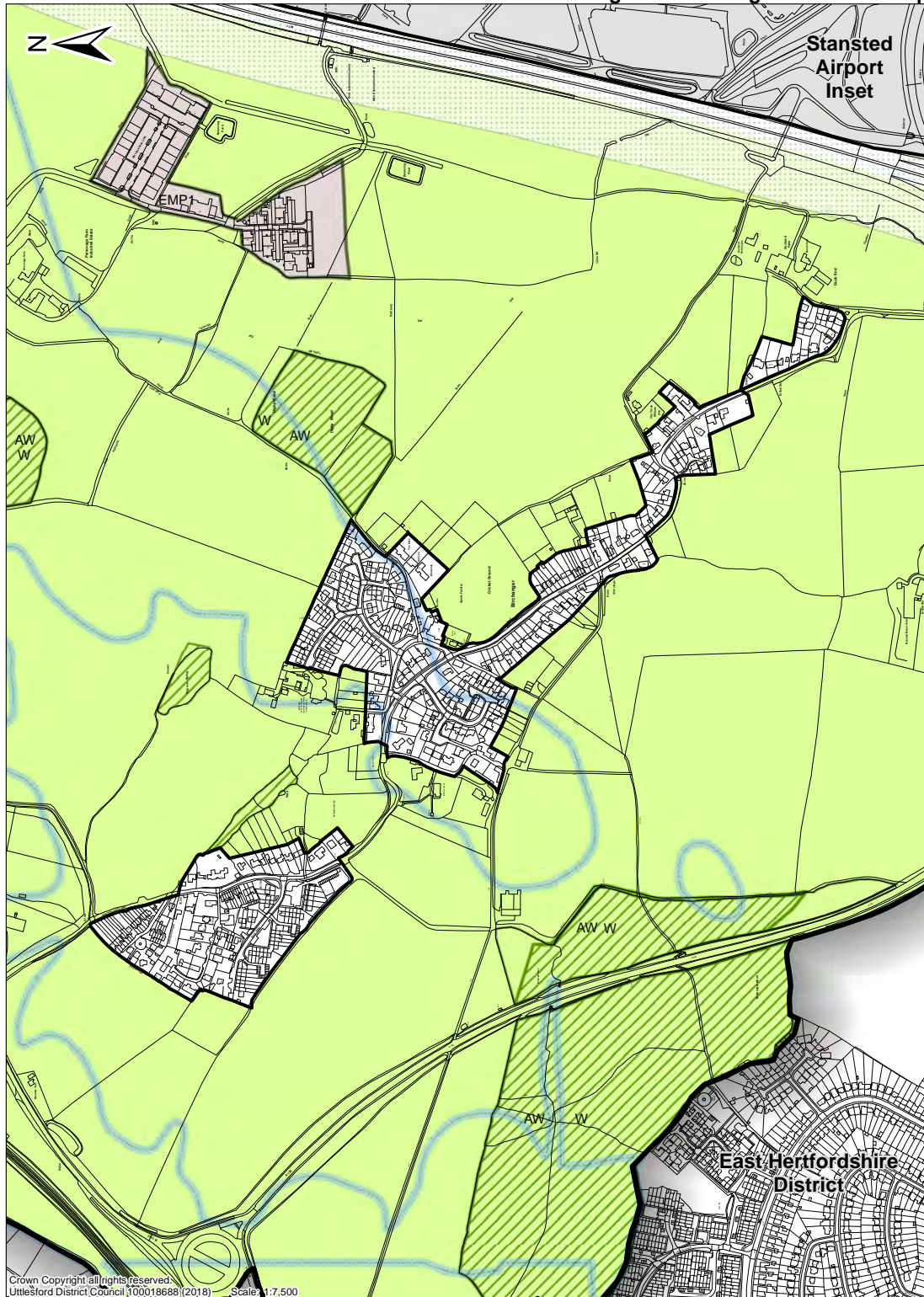
## Uttlesford Pre-Submission Local Plan 2018 Berden Inset Map





## Birchanger & Parsonage Farm 55

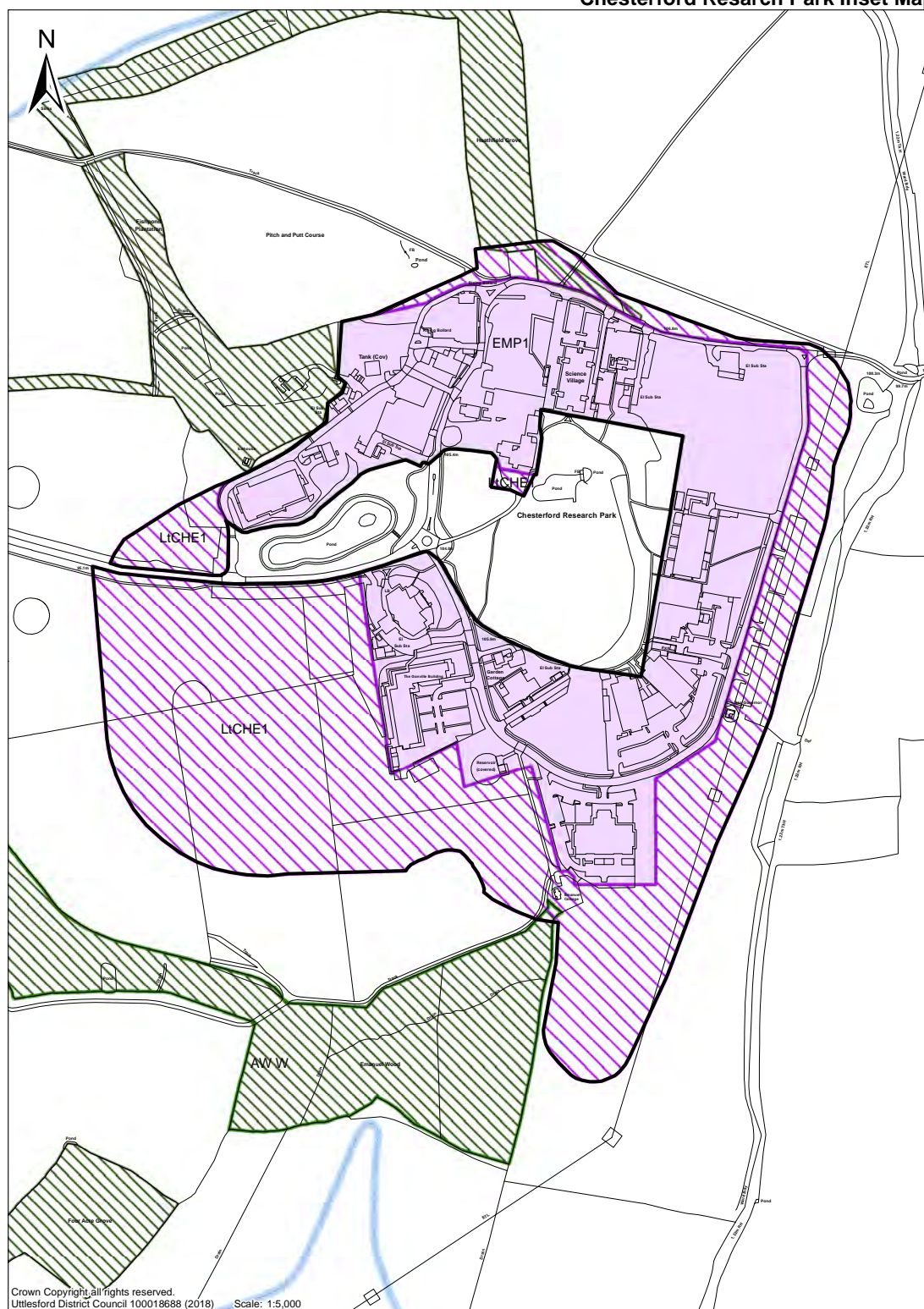
Uttlesford Pre-Submission Local Plan 2018  
Birchanger & Parsonage Farm Inset Map





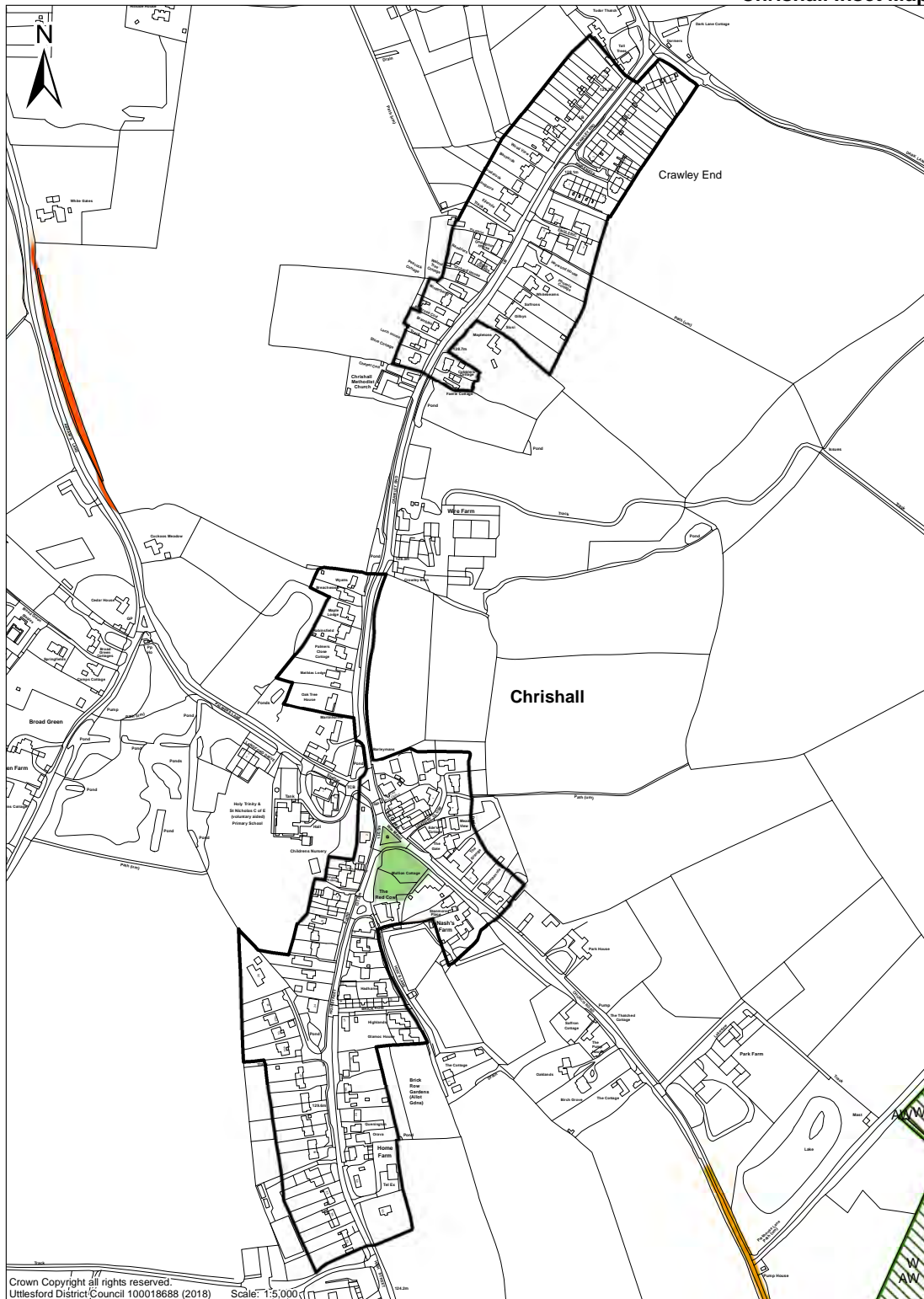
## 56 Chesterford Research Park

## Uttlesford Pre-Submission Local Plan 2018 Chesterford Research Park Inset Map



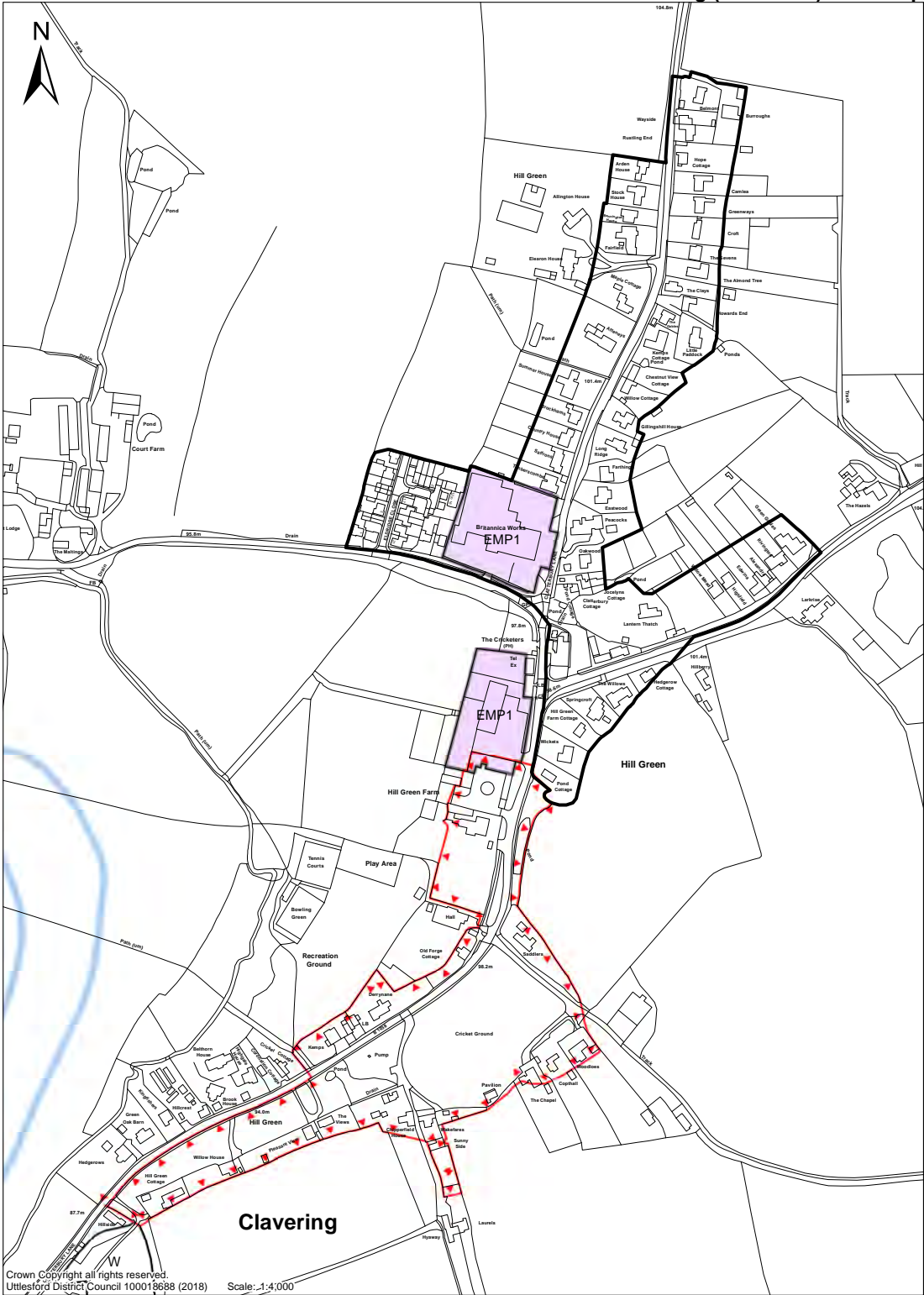
# Chrishall 57

## Uttlesford Pre-Submission Local Plan 2018 Chrishall Inset Map



58 Clavering Hill Green

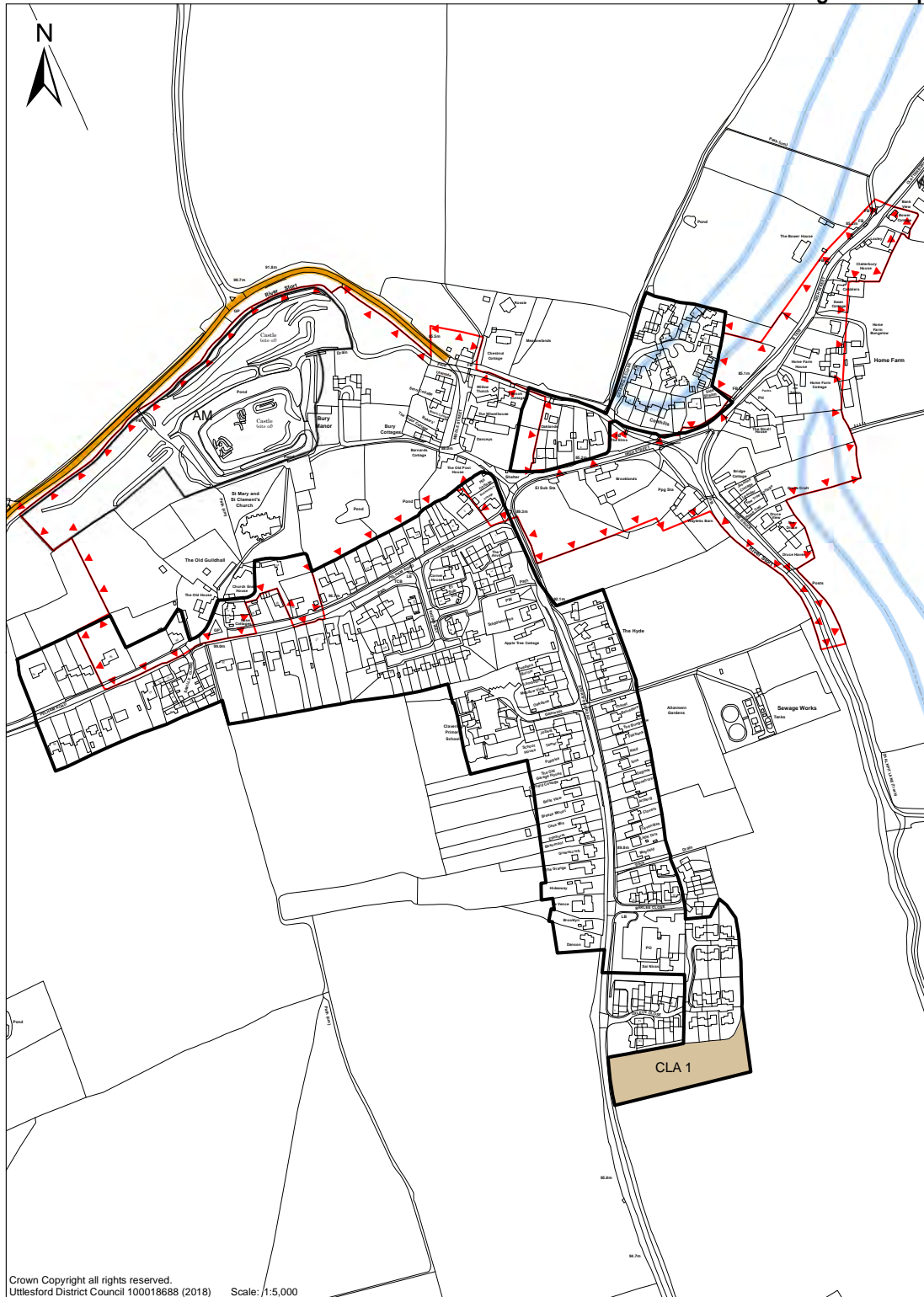
Uttlesford Pre-Submission Local Plan 2018  
Clavering (Hill Green) Inset Map





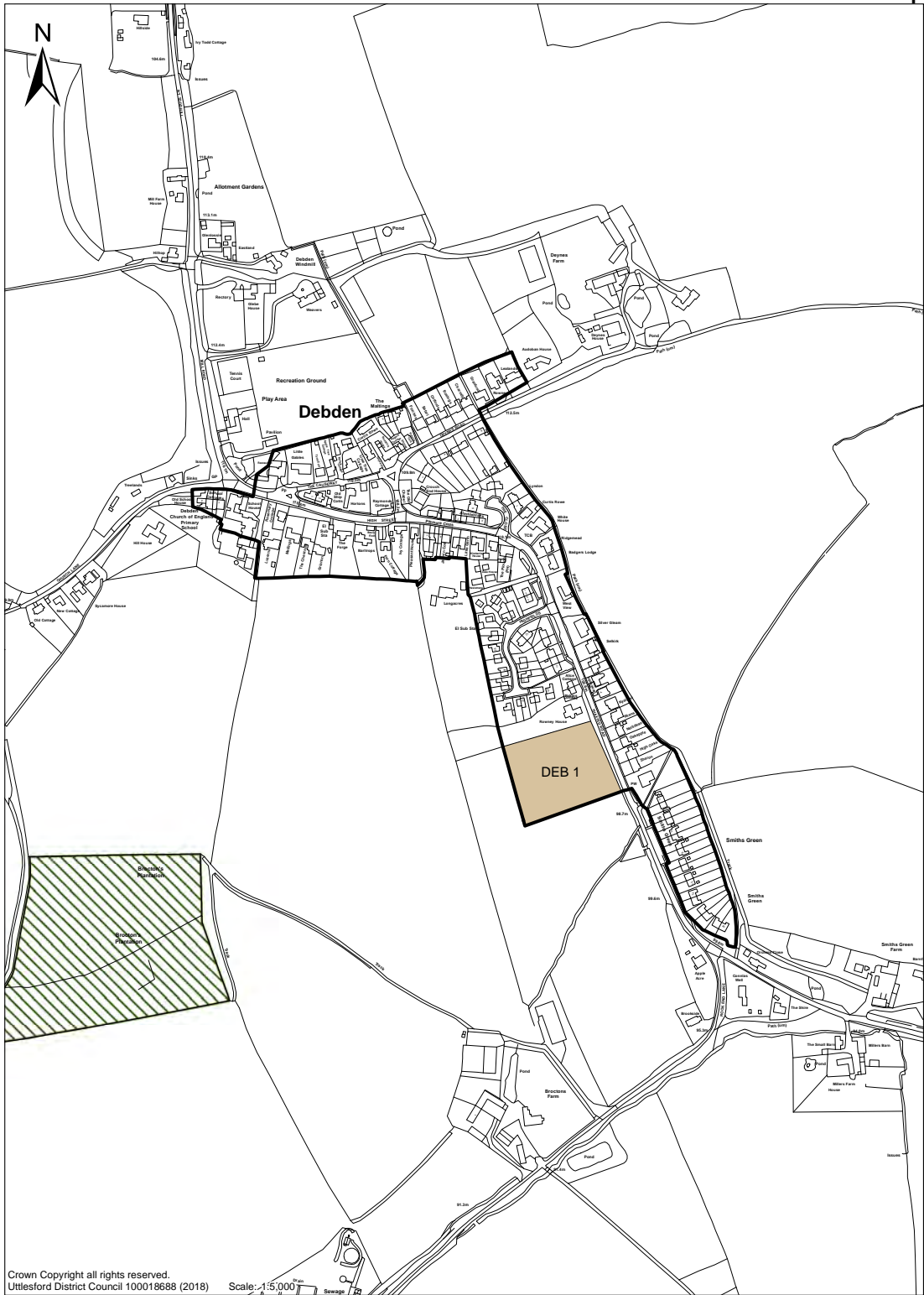
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Clavering Inset Map



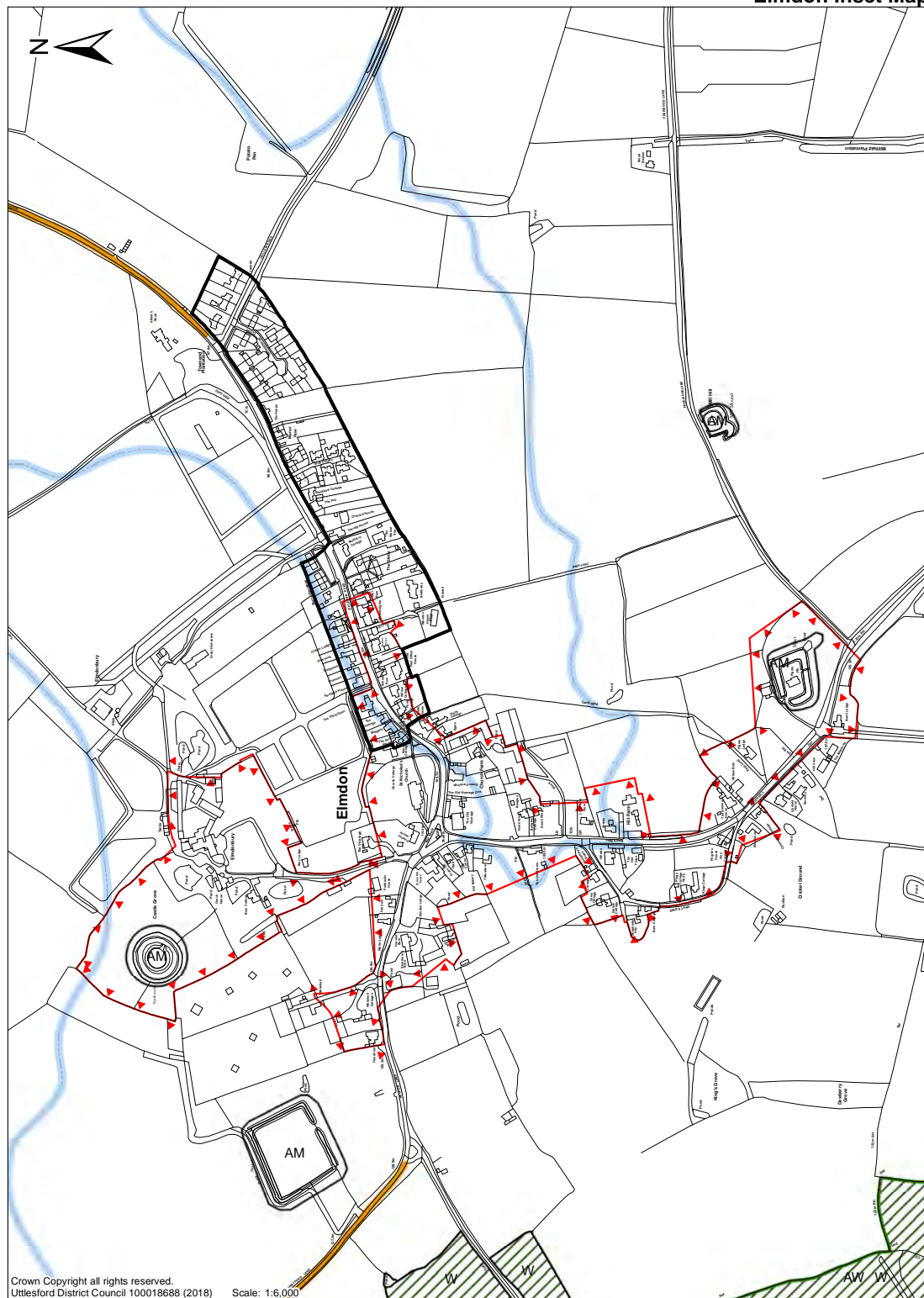
60 **Debden**

Uttlesford Pre-Submission Local Plan 2018  
Debden Inset Map



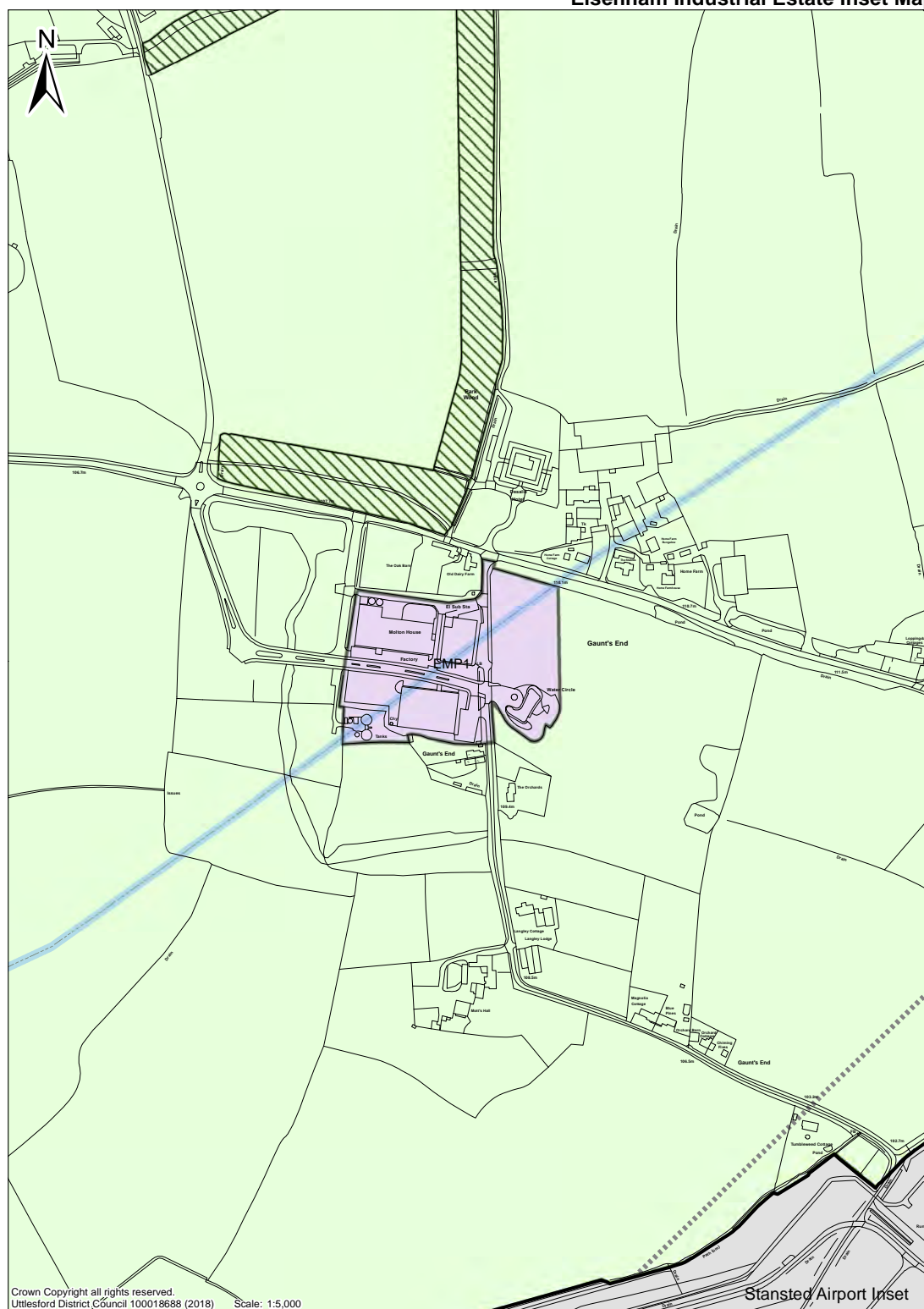
## Elmdon 61

## Uttlesford Pre-Submission Local Plan 2018 Elmdon Inset Map



## 62 Elsenham Industrial Estate

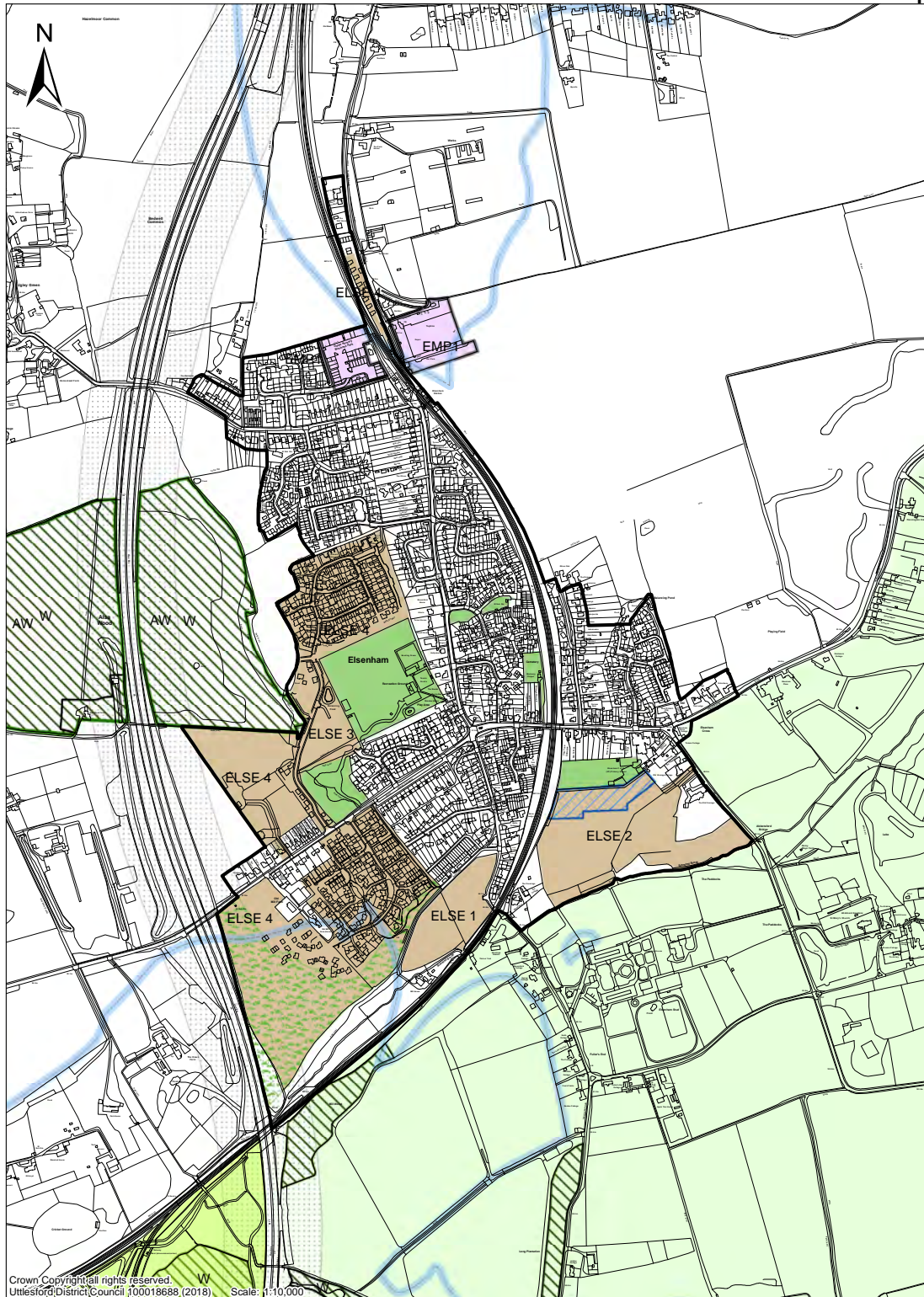
**Uttlesford Pre-Submission Local Plan 2018  
Elsenham Industrial Estate Inset Map**





## Elsenham 63

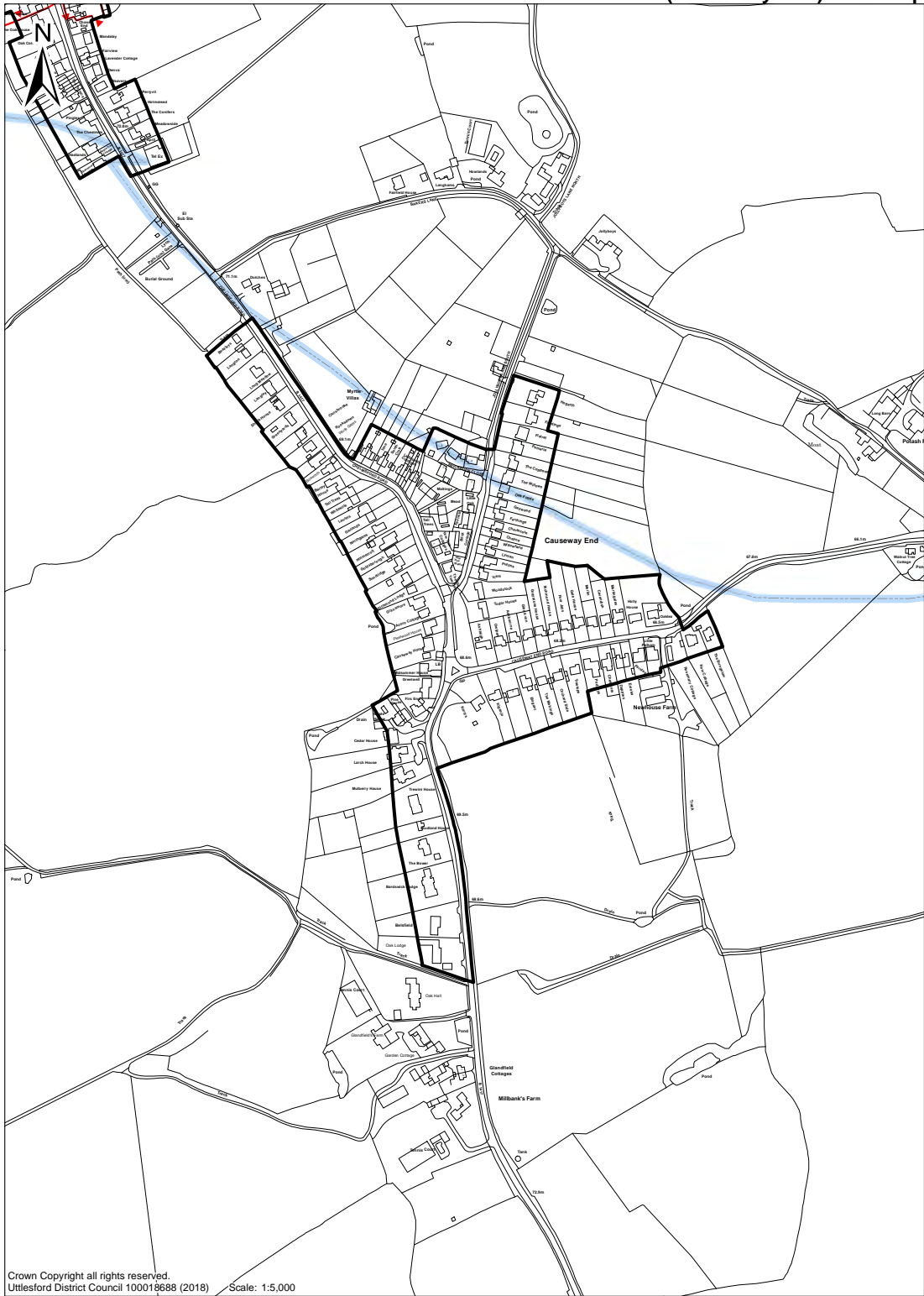
Uttlesford Pre-Submission Local Plan 2018  
Elsenham Inset Map





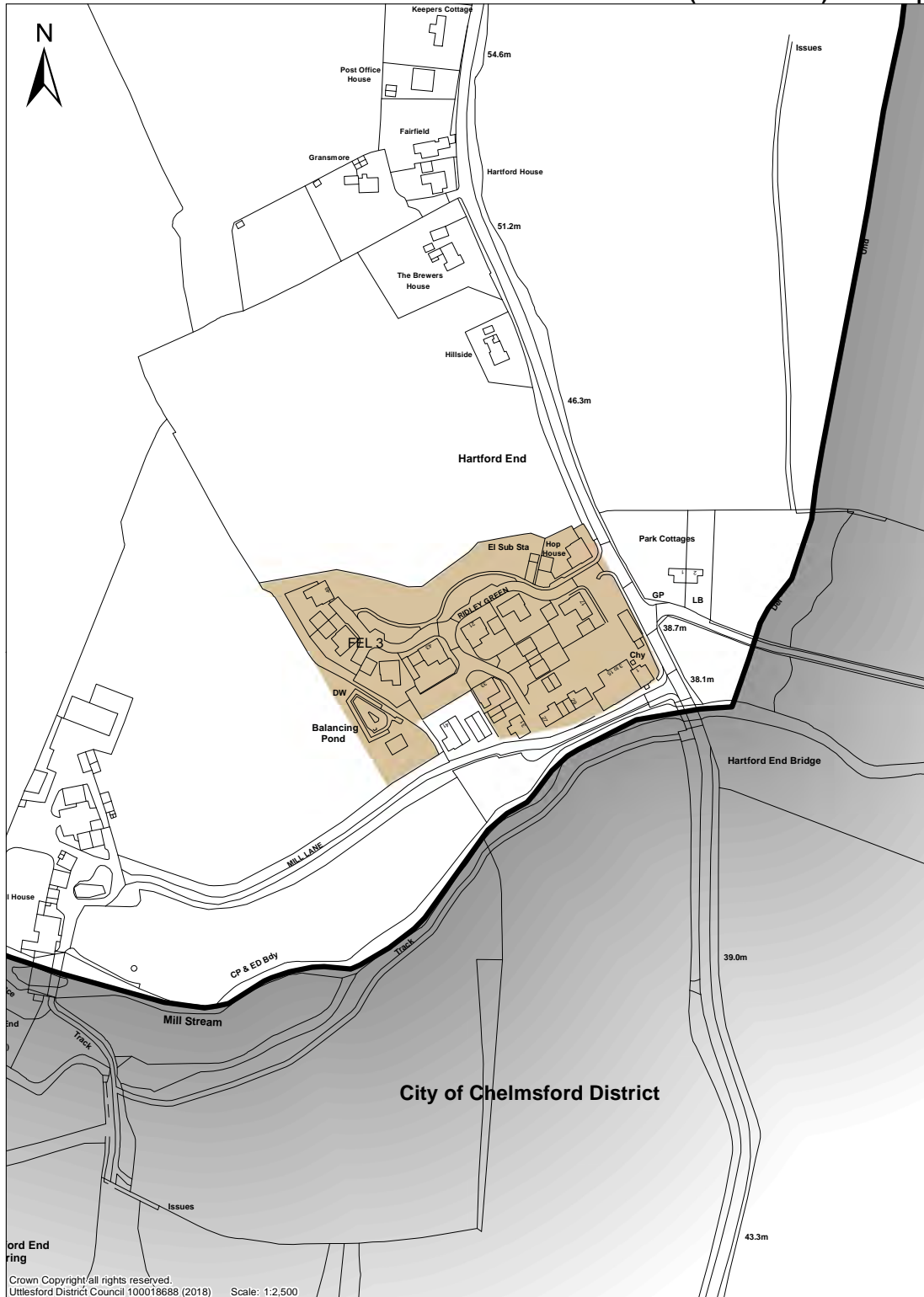
64 Felsted Causeway End

Uttlesford Pre-Submission Local Plan 2018  
Felsted (Causeway End) Inset Map

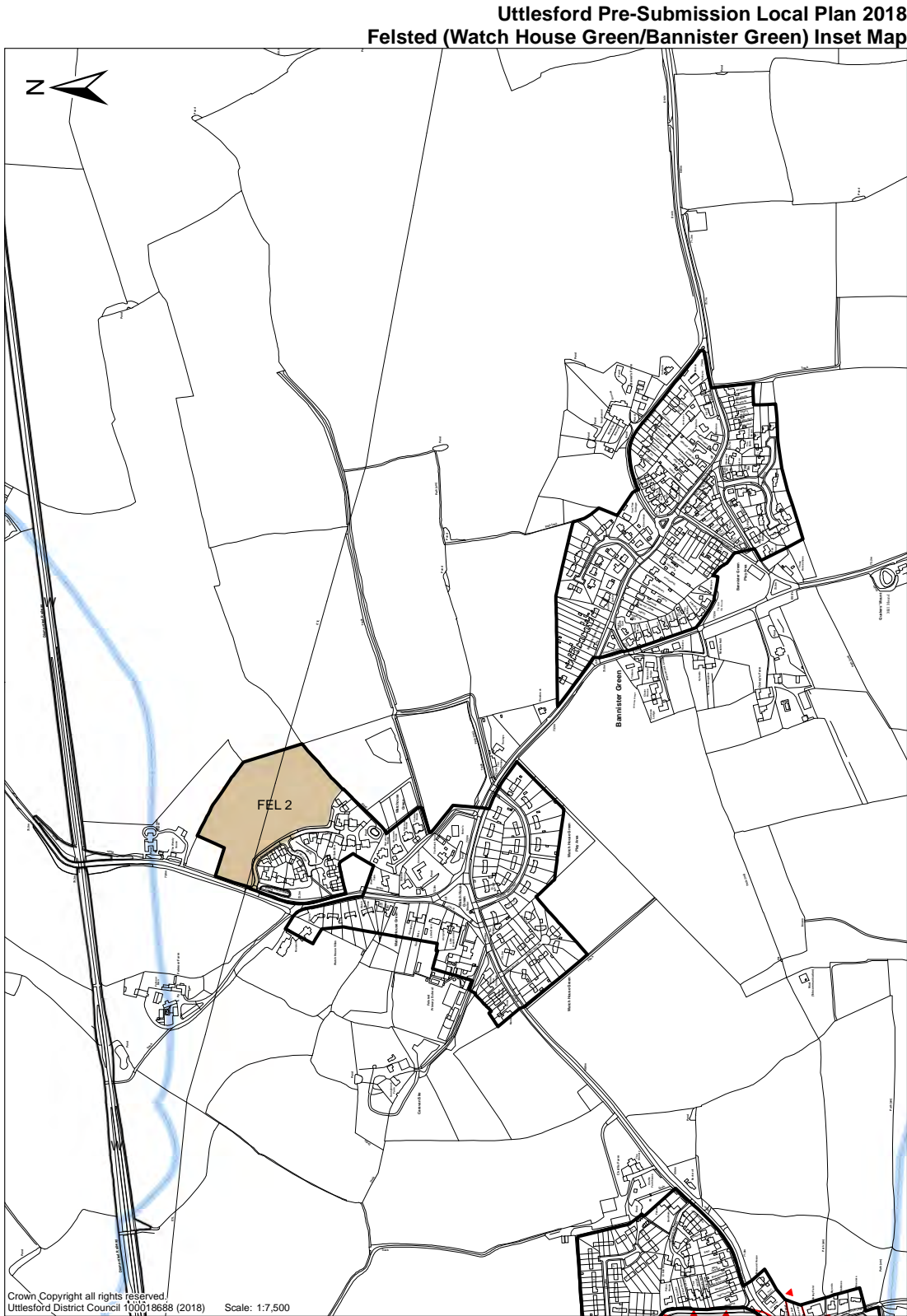


## Felsted Hartford End 65

Uttlesford Pre-Submission Local Plan 2018  
Felsted (Hartford End) Inset Map

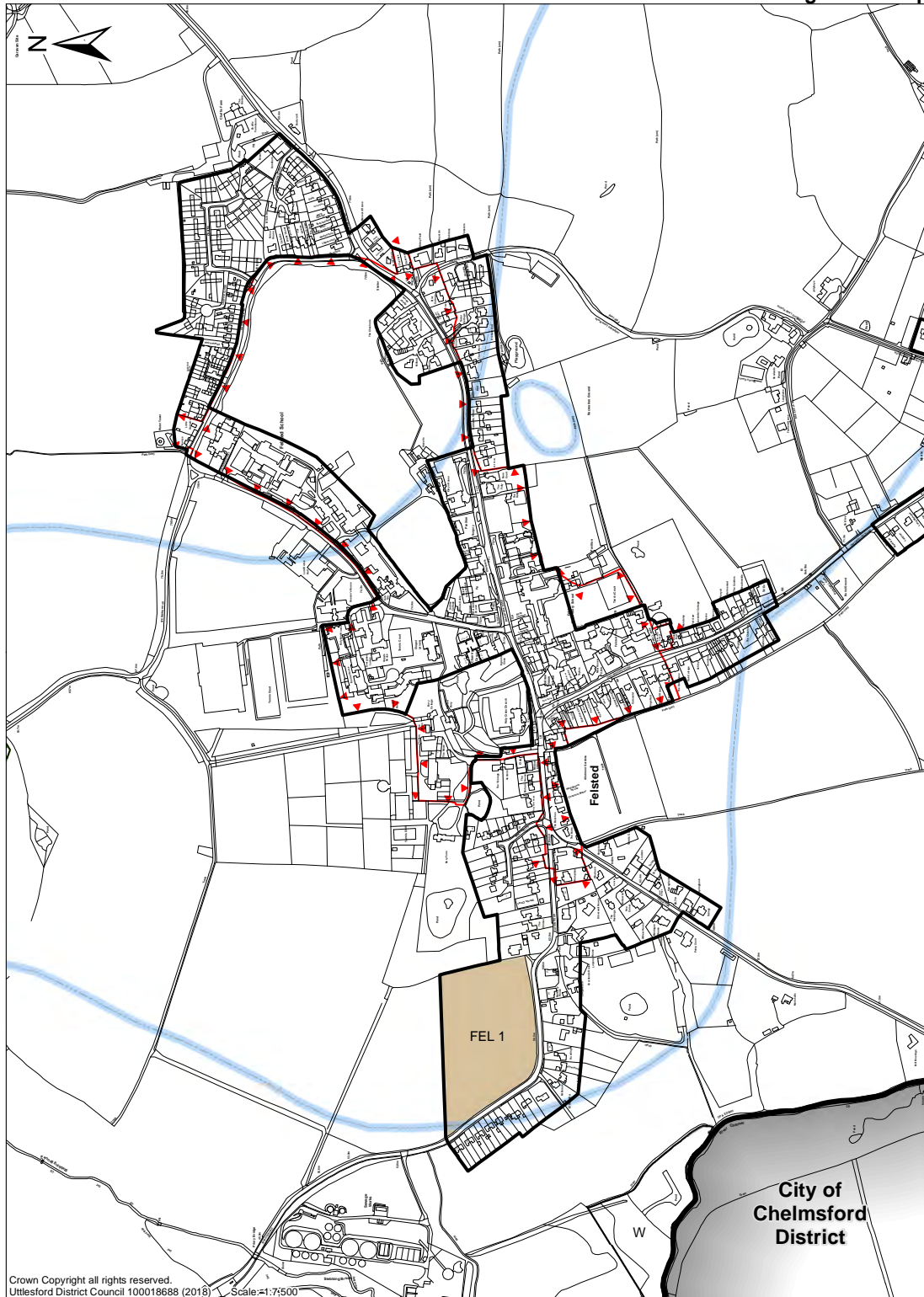


66 Felsted Watch House Bannister Green



## Felsted 67

Uttlesford Pre-Submission Local Plan 2018  
Felsted Village Inset Map



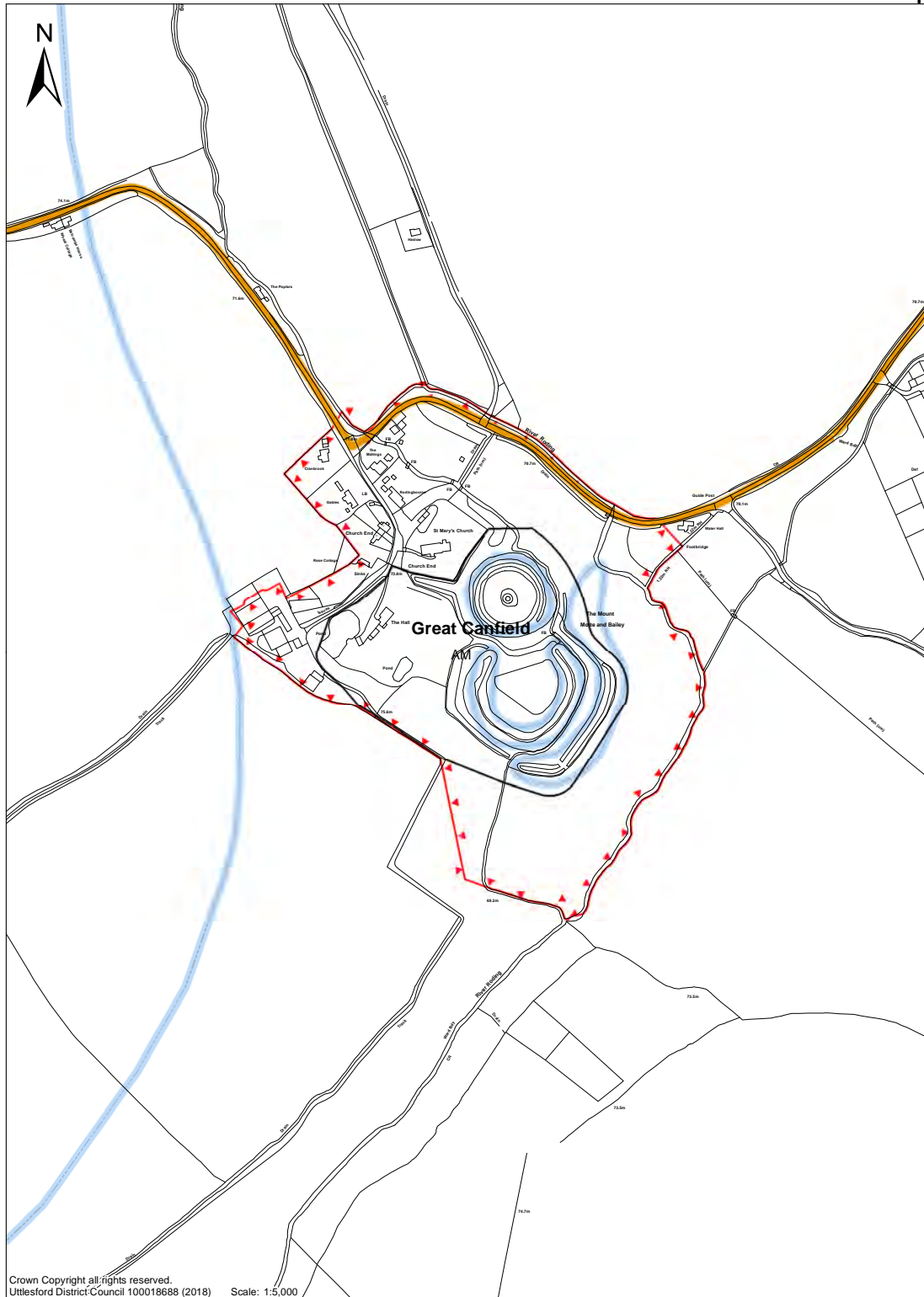


68 Flitch Green



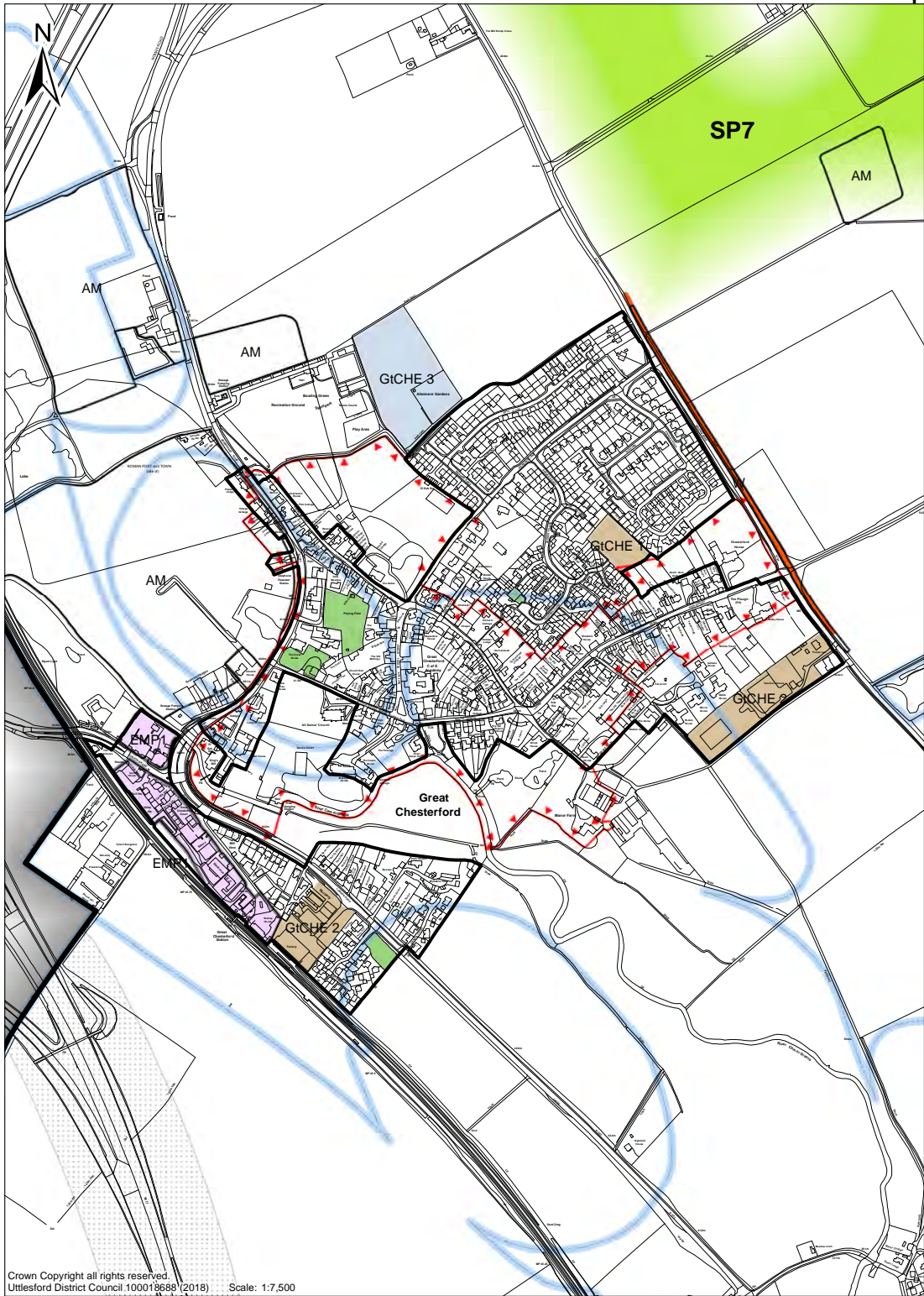
## Great Canfield 69

Uttlesford Pre-Submission Local Plan 2018  
Great Canfield Inset Map



70 Great Chesterford

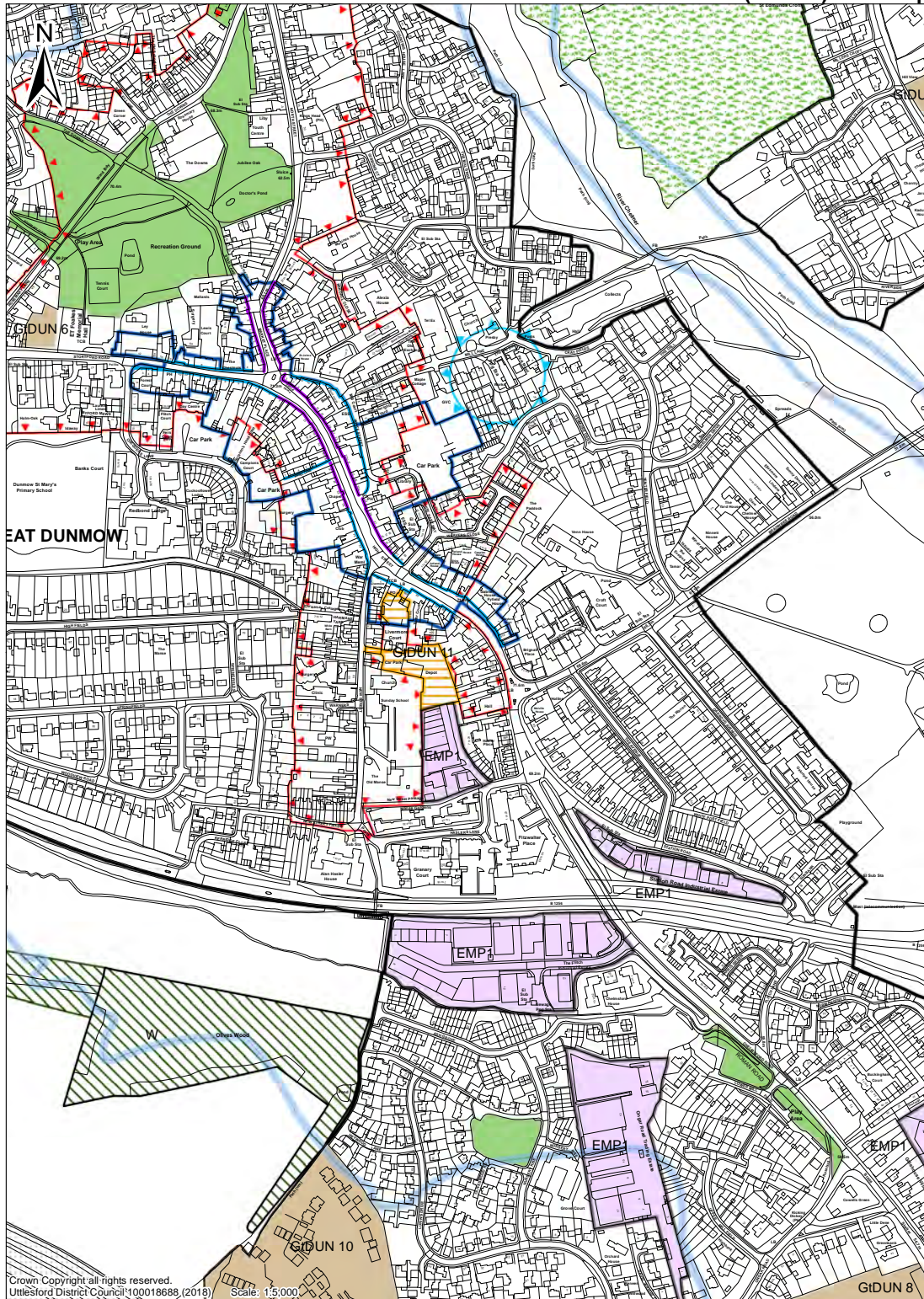
Uttlesford Pre-Submission Local Plan 2018  
Great Chesterford Inset Map





## Great Dunmow Central 71

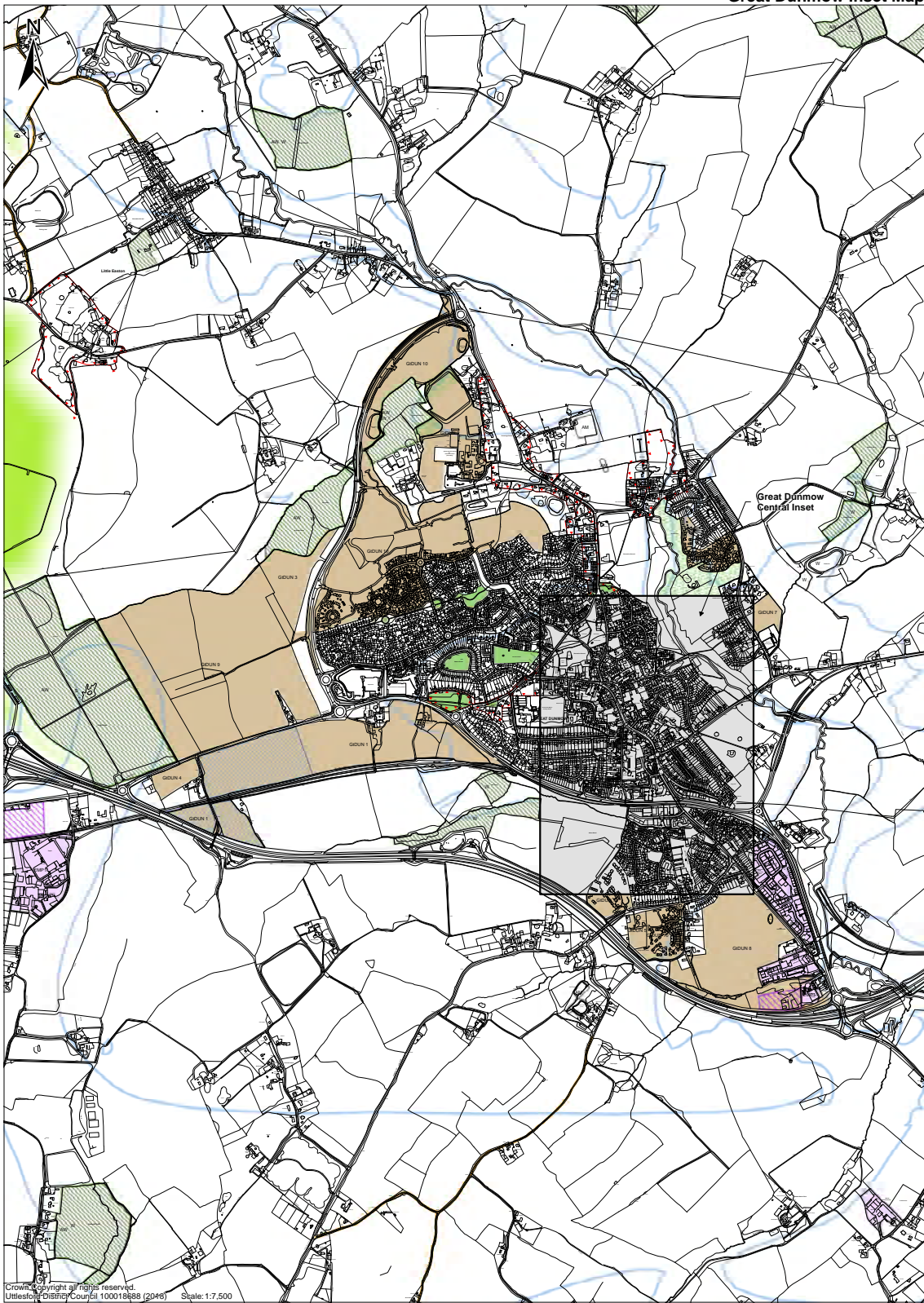
Uttlesford Pre-Submission Local Plan 2018  
Great Dunmow (Central) Inset Map





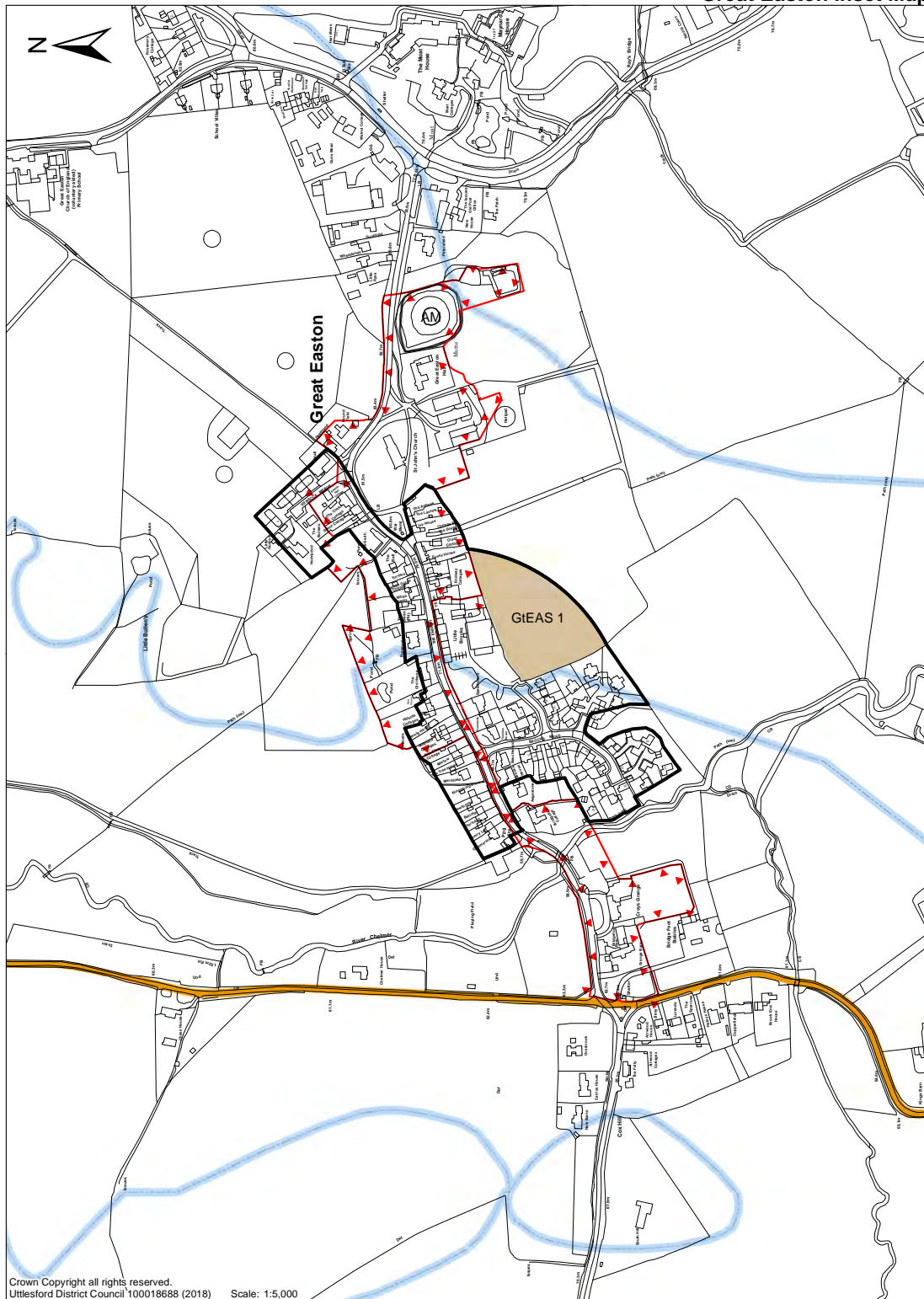
72 Great Dunmow

Uttlesford Pre-Submission Local Plan 2018  
Great Dunmow Inset Map

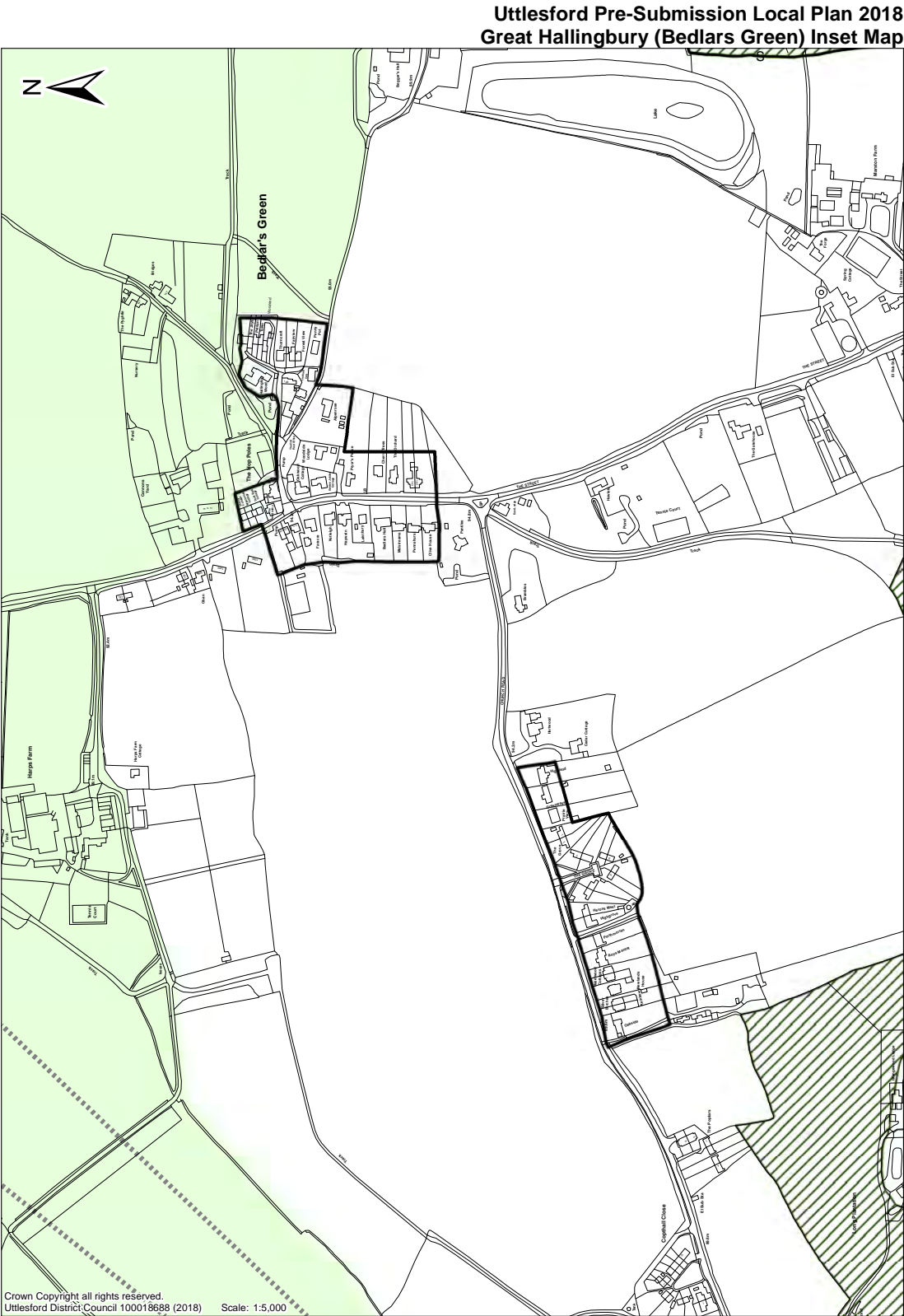


## Great Easton 73

### Uttlesford Pre-Submission Local Plan 2018 Great Easton Inset Map



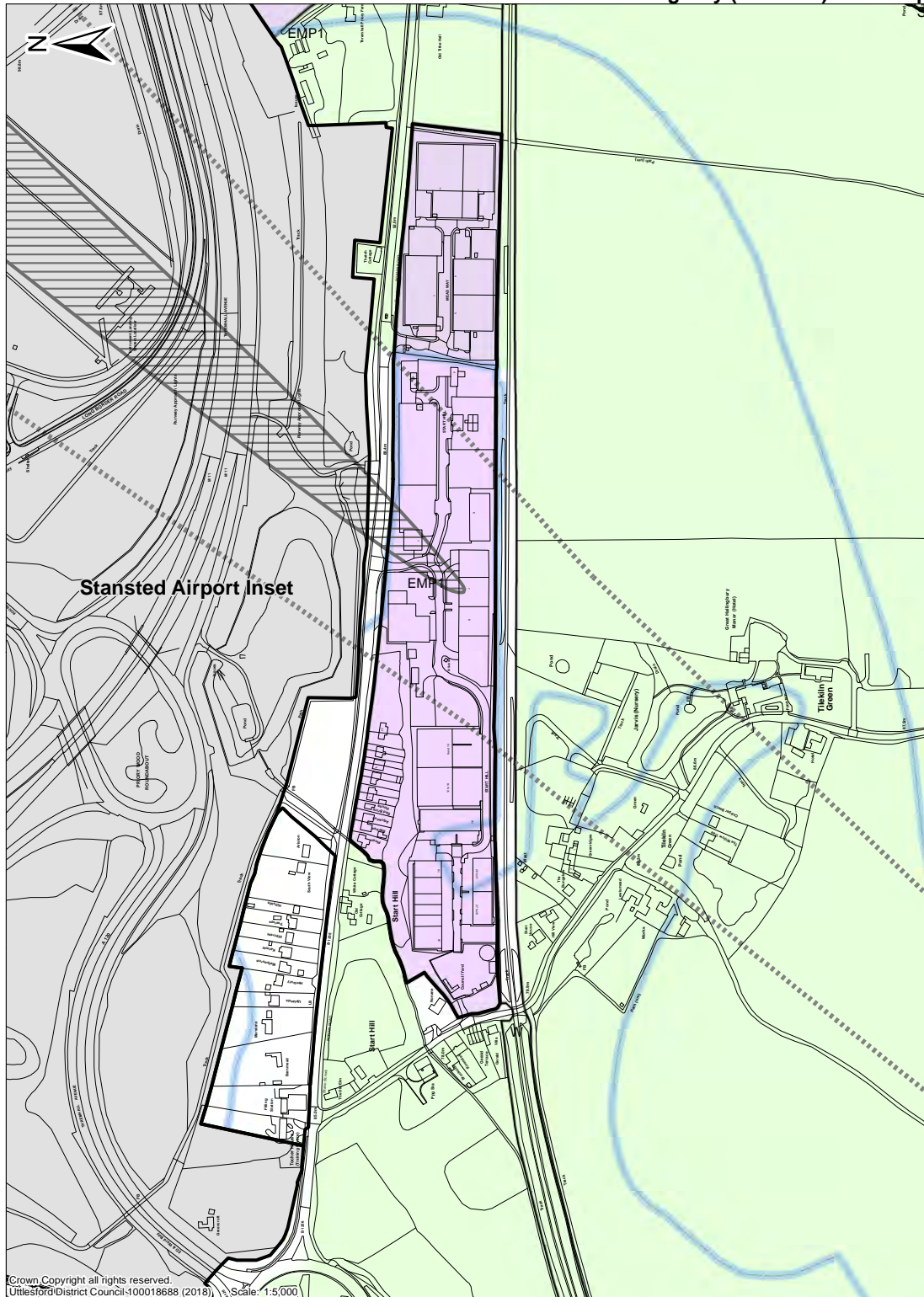
74 Great Hallingbury Bedlars Green





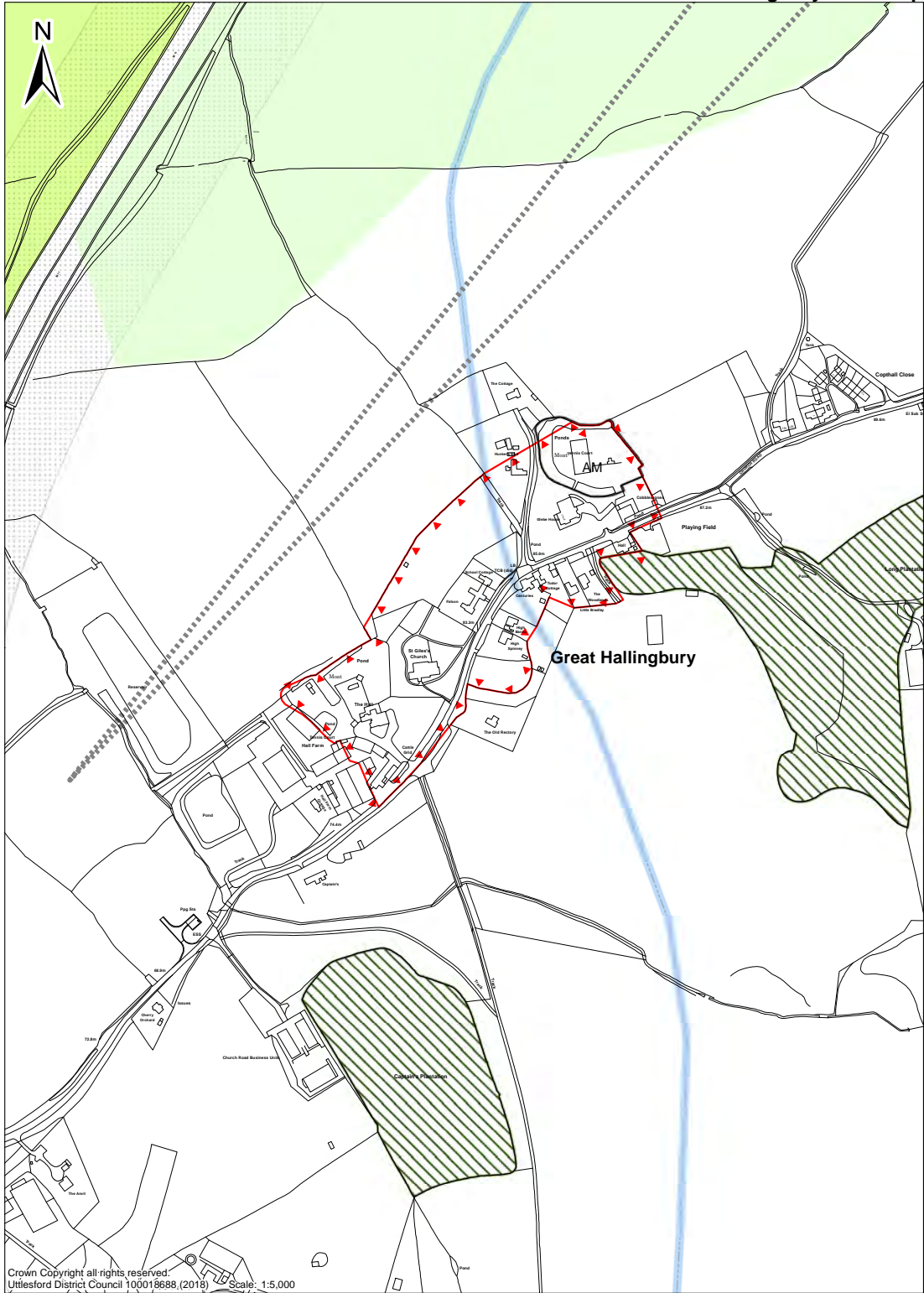
## Great Hallingbury Start Hill 75

Uttlesford Pre-Submission Local Plan 2018  
Great Hallingbury (Start Hill) Inset Map



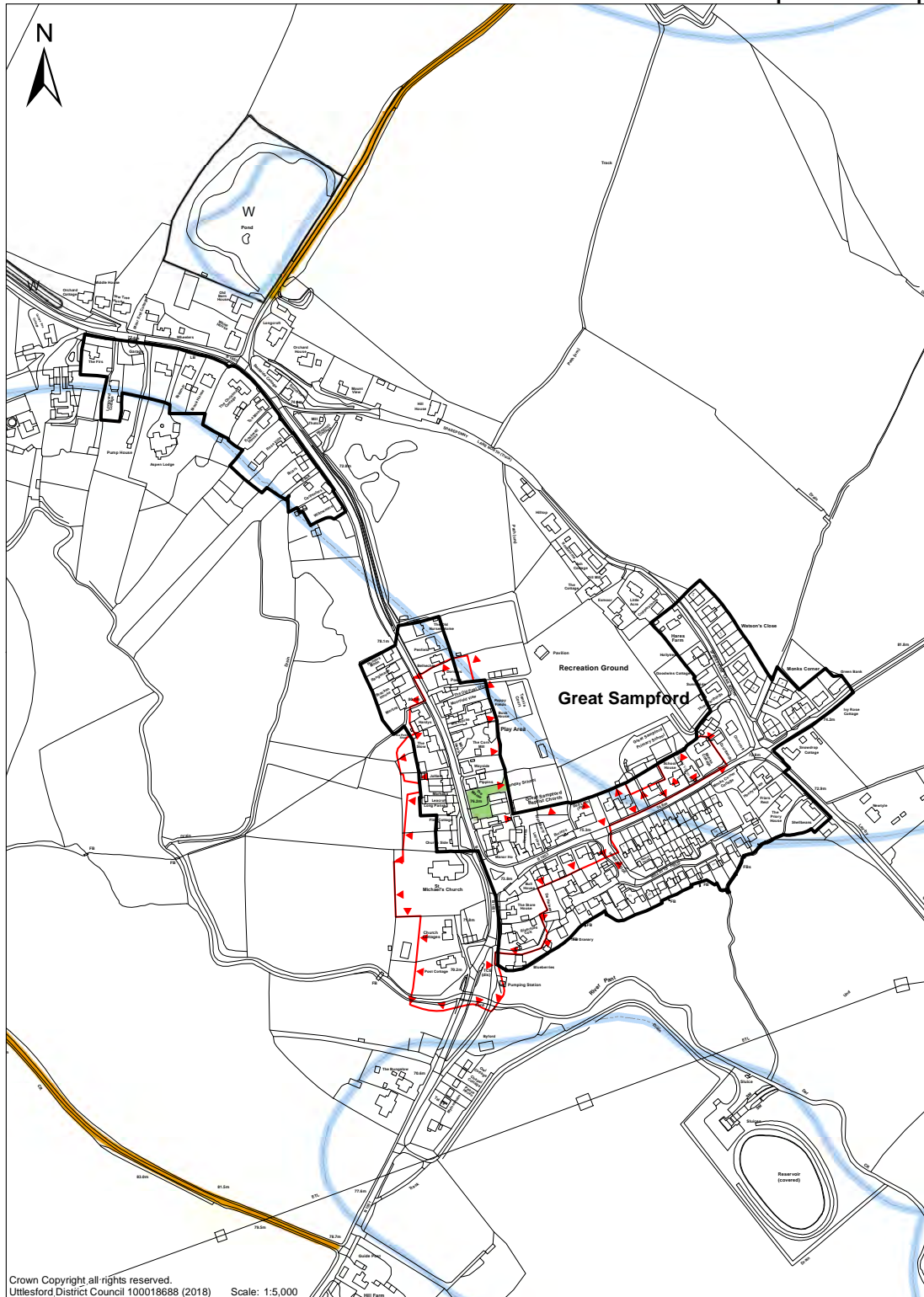
76 Great Hallingbury

Uttlesford Pre-Submission Local Plan 2018  
Great Hallingbury Inset Map



## Great Sampford 77

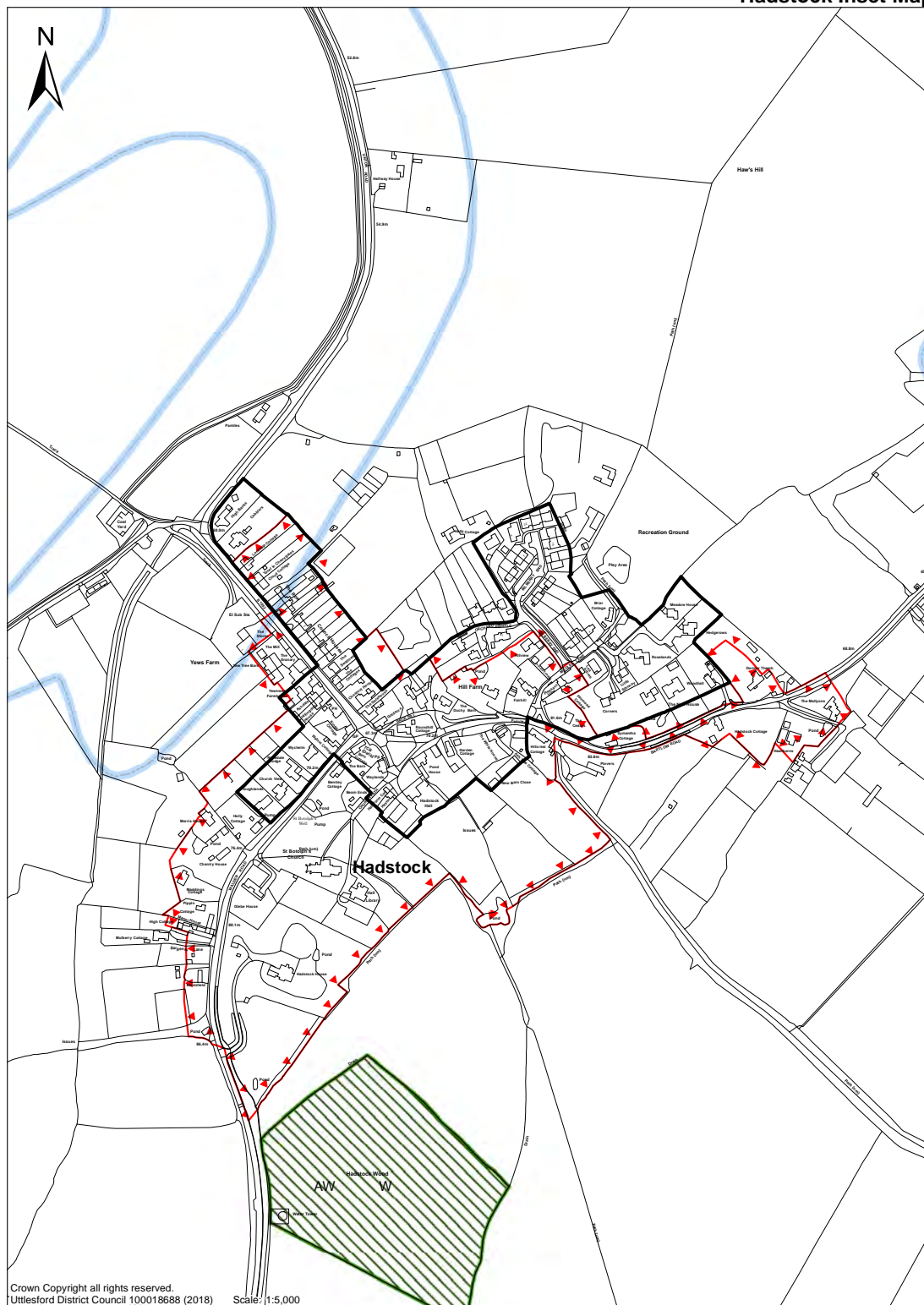
Uttlesford Pre-Submission Local Plan 2018  
Great Sampford Inset Map





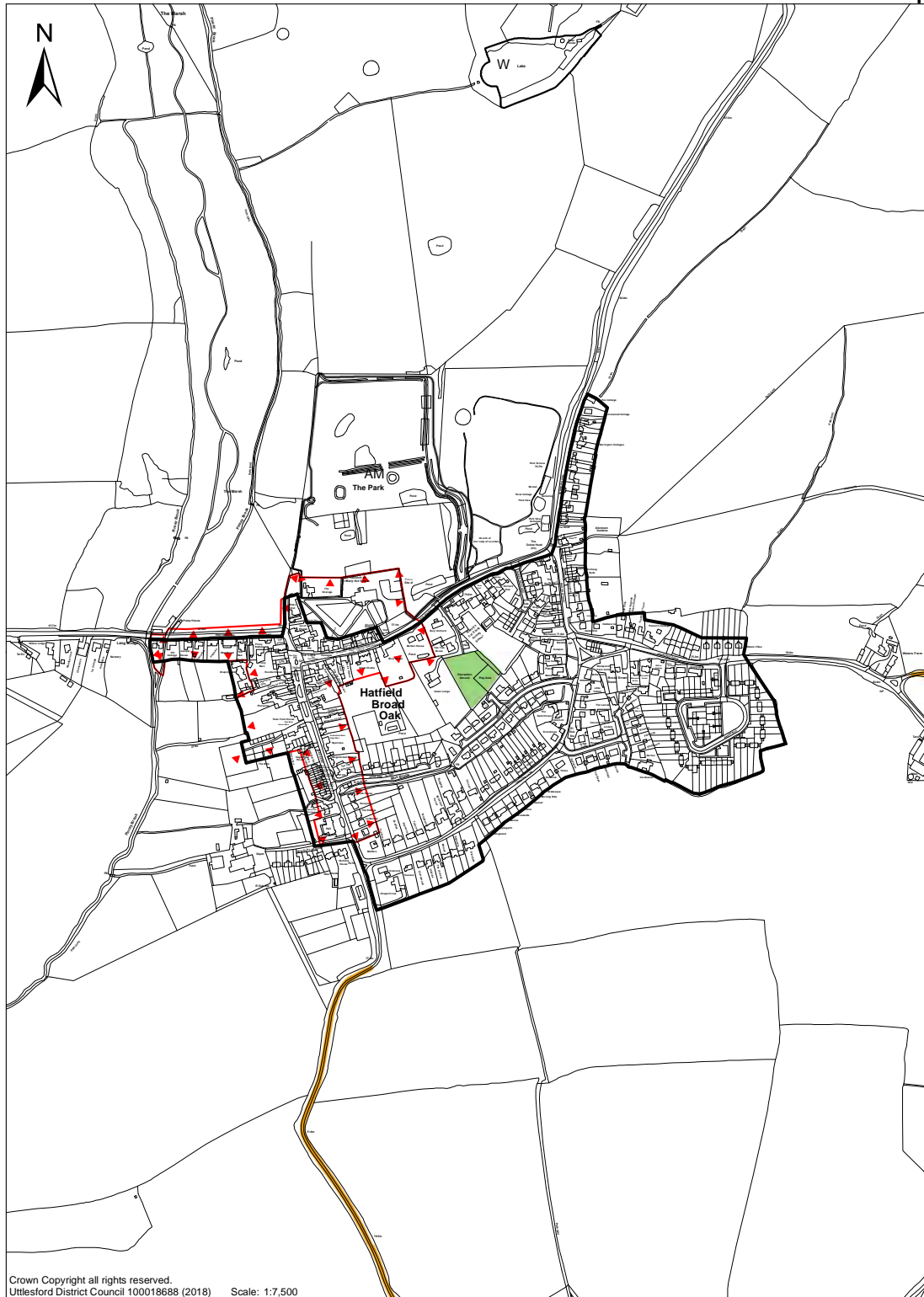
## 78 Hadstock

## Uttlesford Pre-Submission Local Plan 2018 Hadstock Inset Map



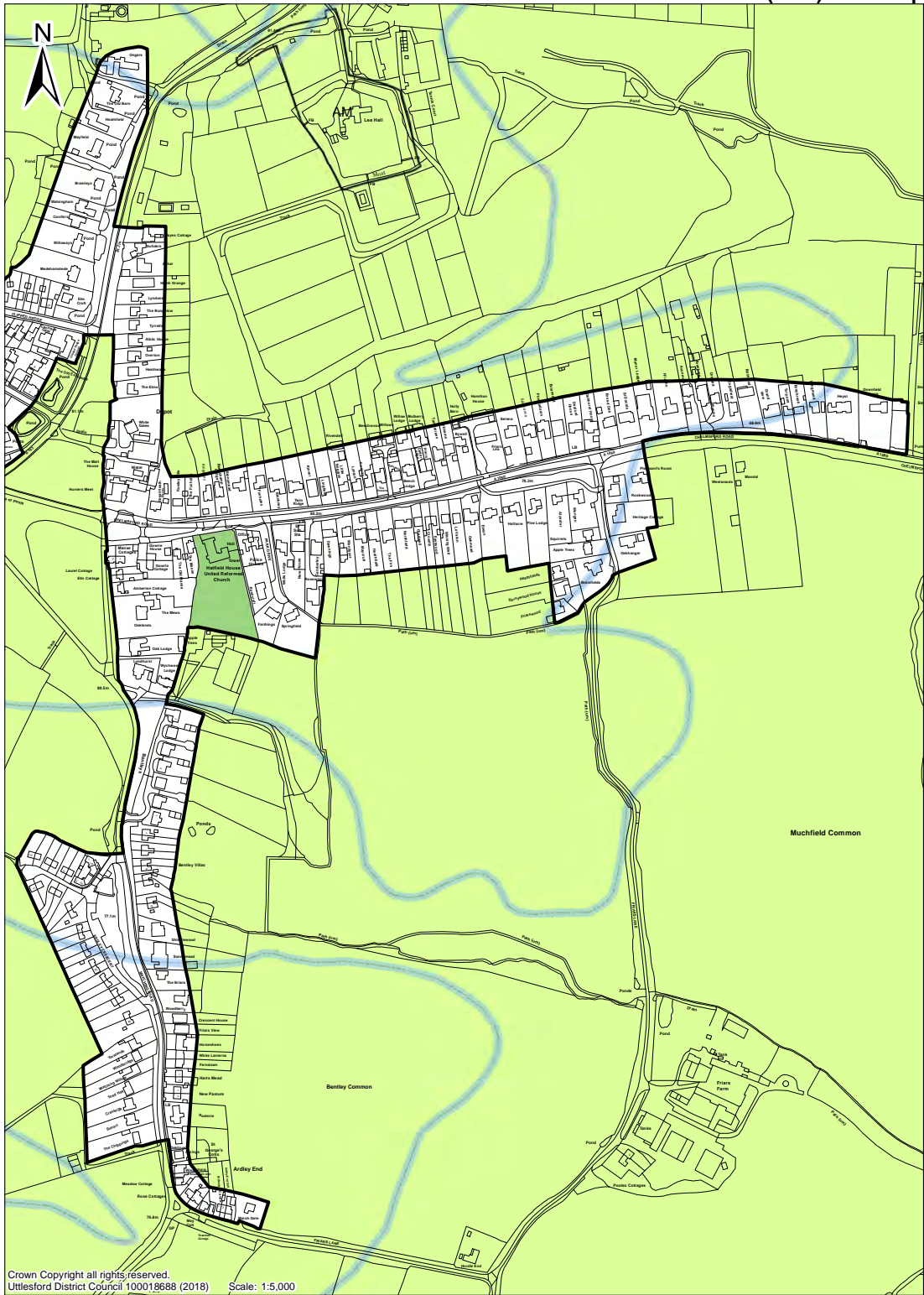
## Hatfield Broad Oak 79

Uttlesford Pre-Submission Local Plan 2018  
Hatfield Broad Oak Inset Map



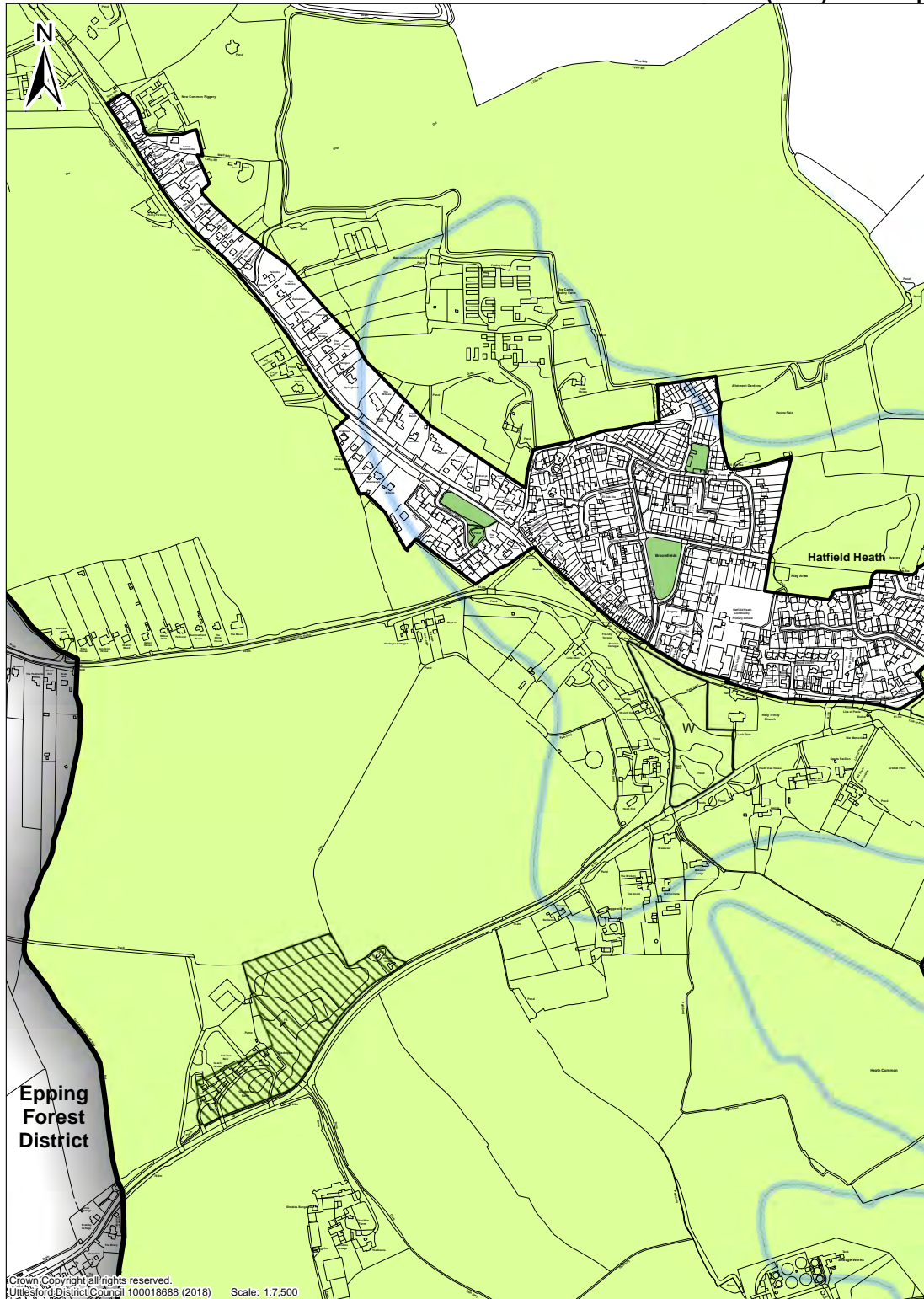
80 Hatfield Heath East

Uttlesford Pre-Submission Local Plan 2018  
Hatfield Heath (East) Inset Map



## Hatfield Heath West 81

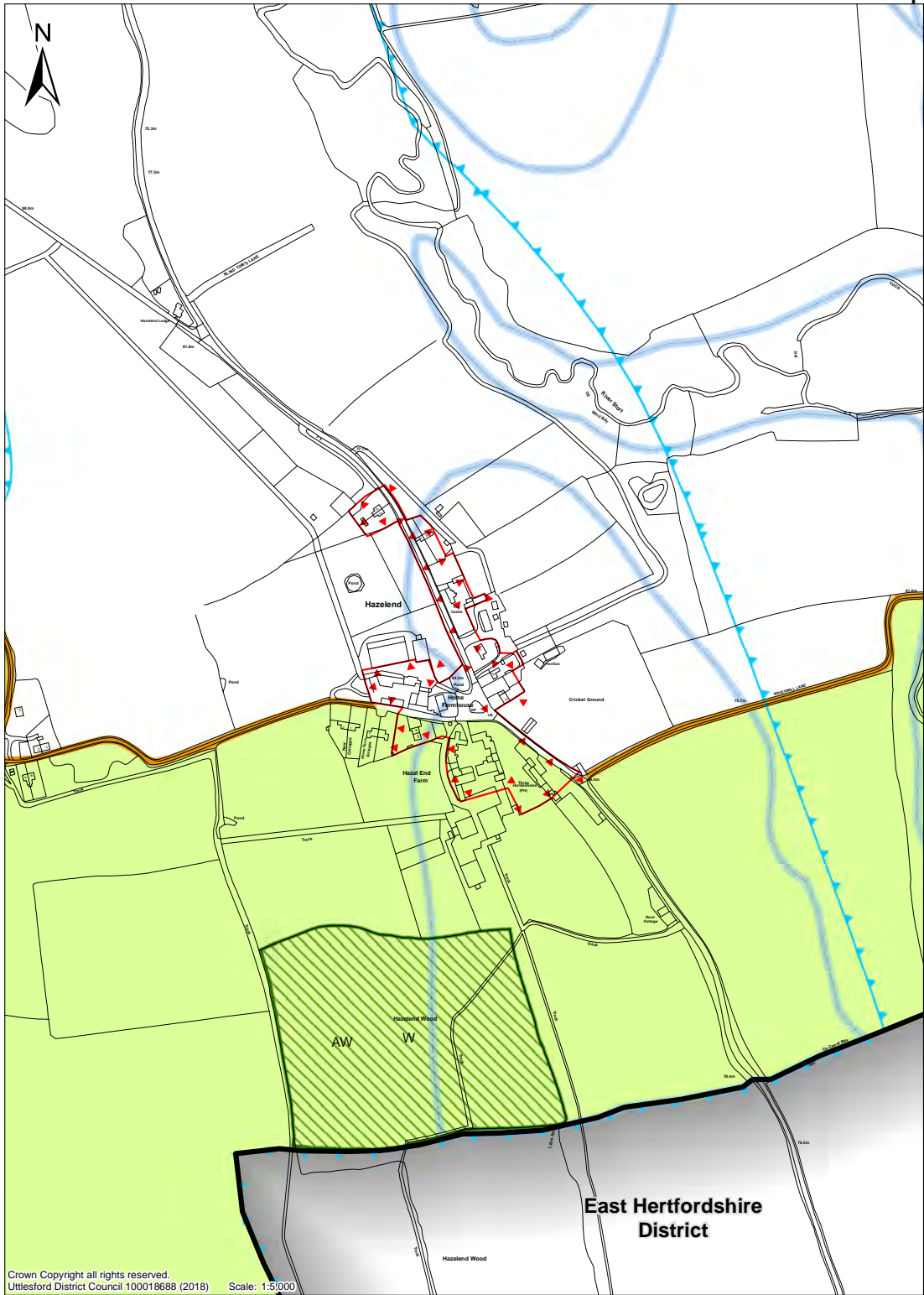
Uttlesford Pre-Submission Local Plan 2018  
Hatfield Heath (West) Inset Map





82 Hazel End

Uttlesford Pre-Submission Local Plan 2018  
Hazel End Inset Map



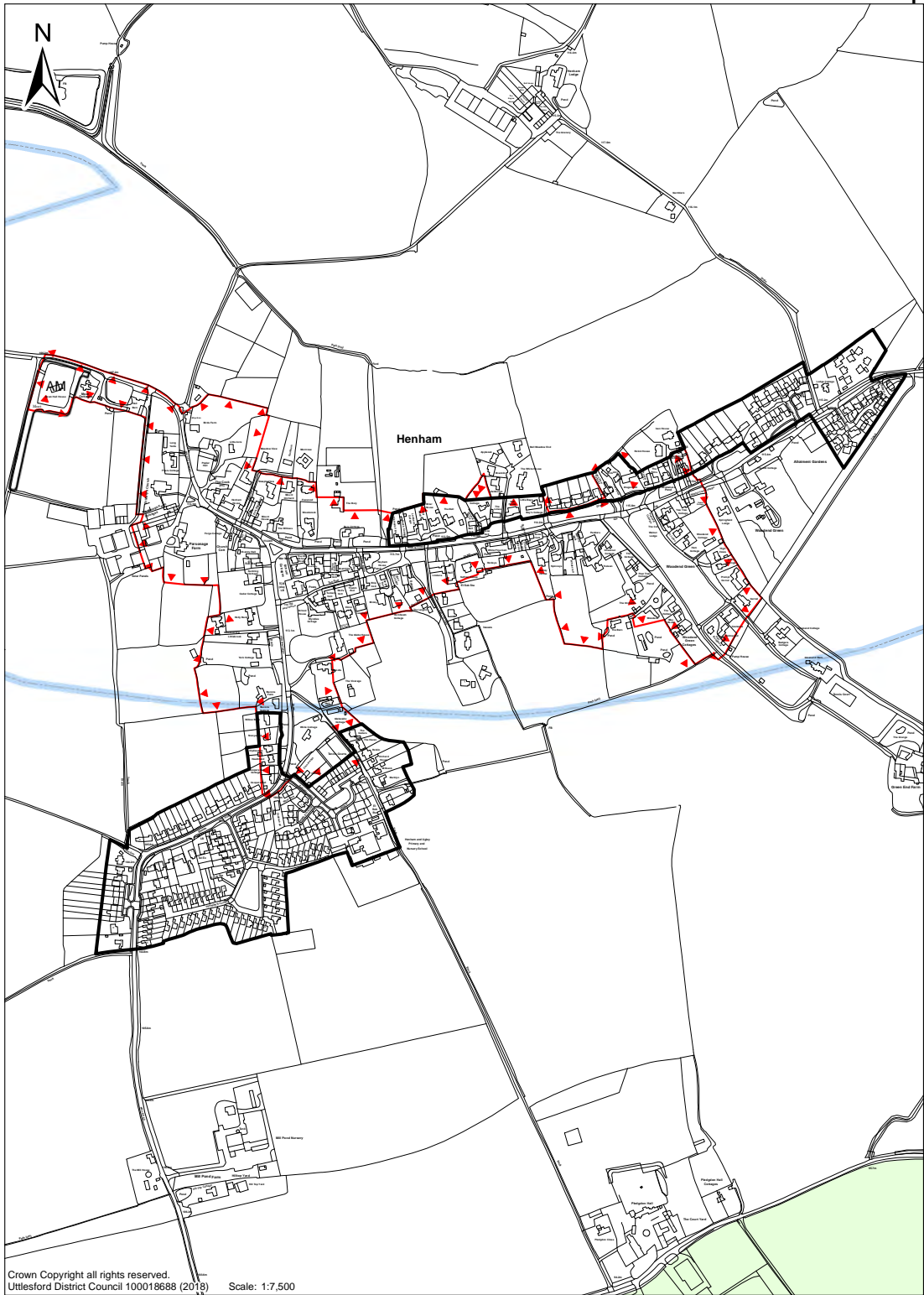
## Hempstead 83

## Uttlesford Pre-Submission Local Plan 2018 Hempstead Inset Map



84 Henham

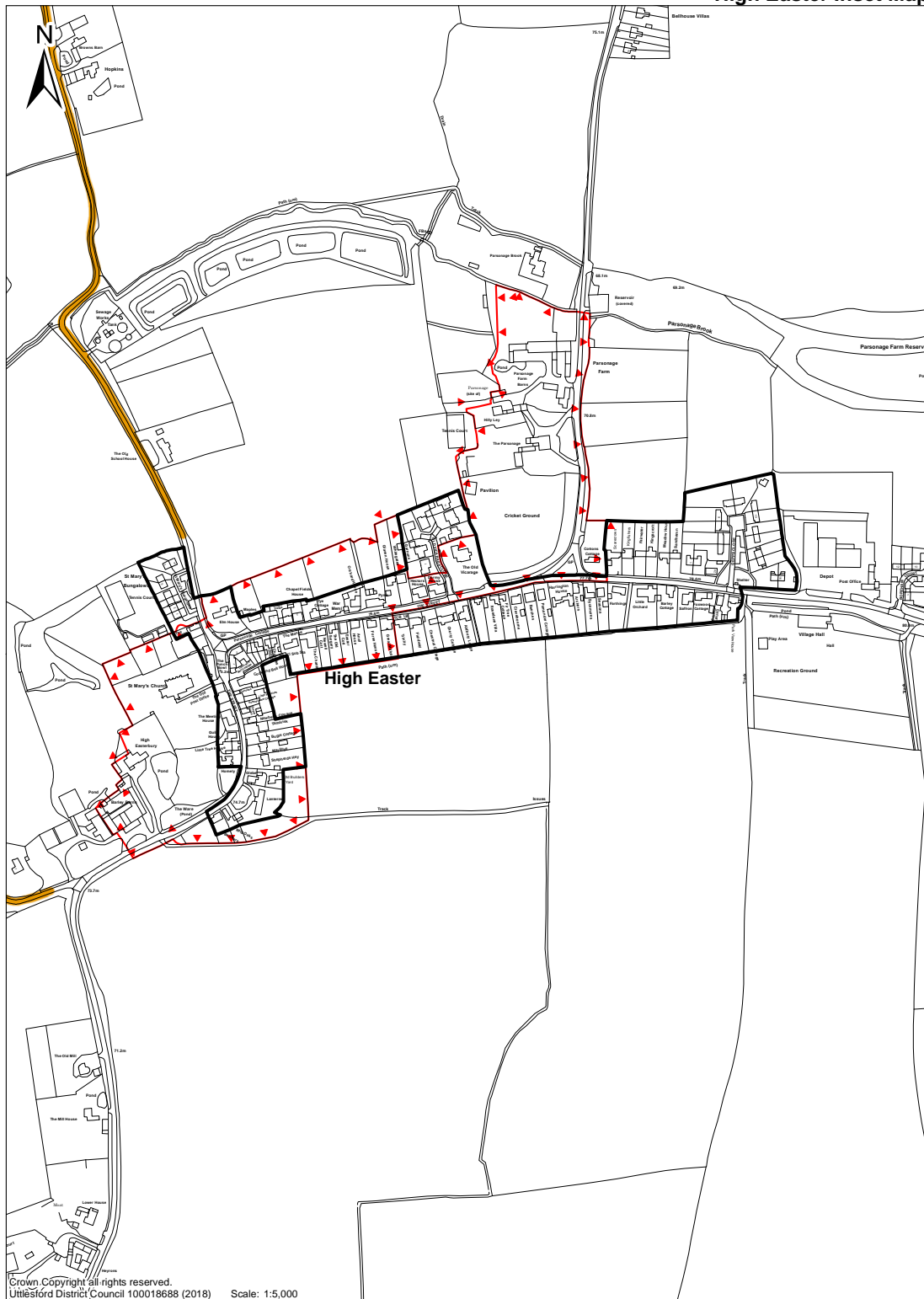
Uttlesford Pre-Submission Local Plan 2018  
Henham Inset Map





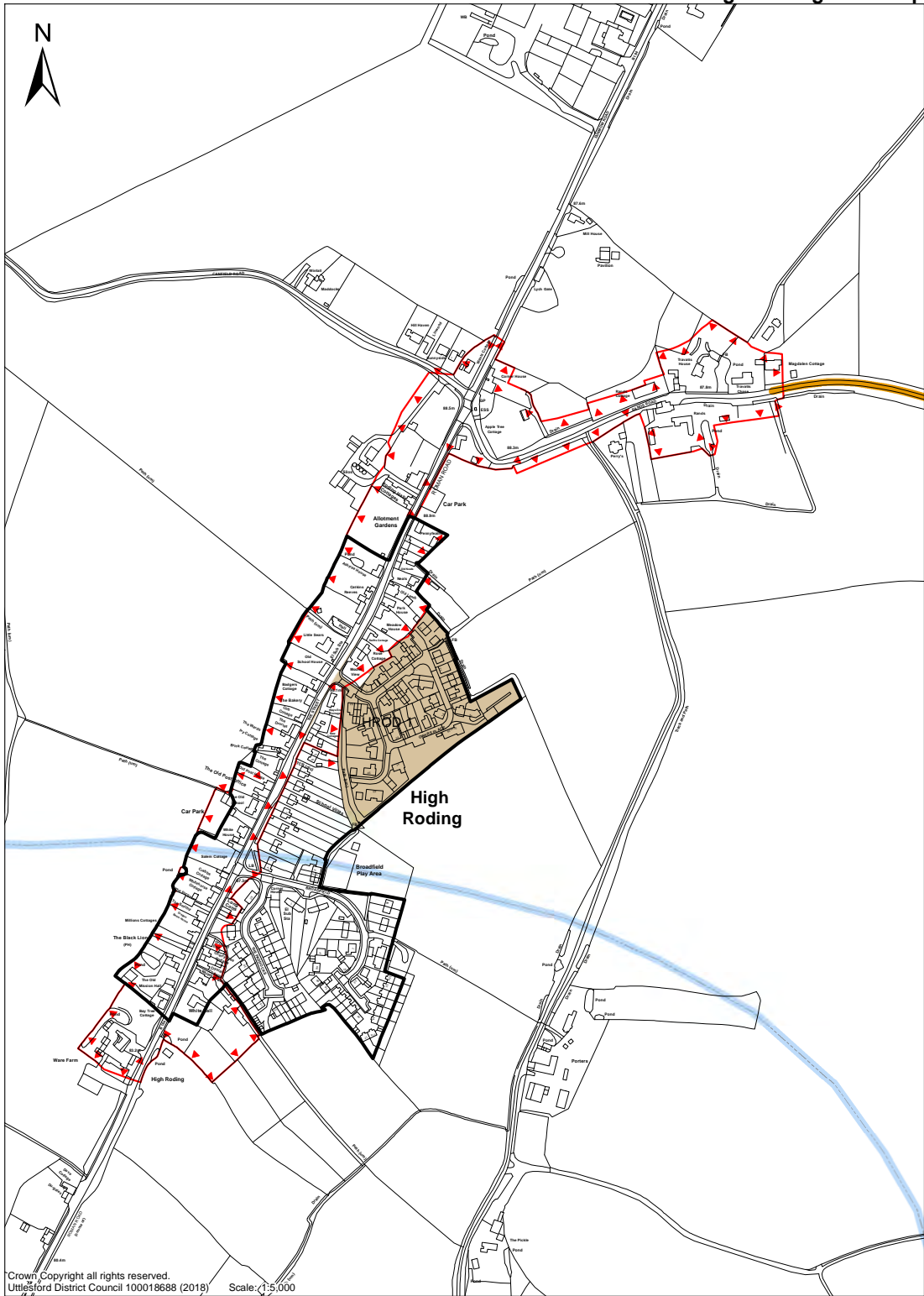
## High Easter 85

## Uttlesford Pre-Submission Local Plan 2018 High Easter Inset Map



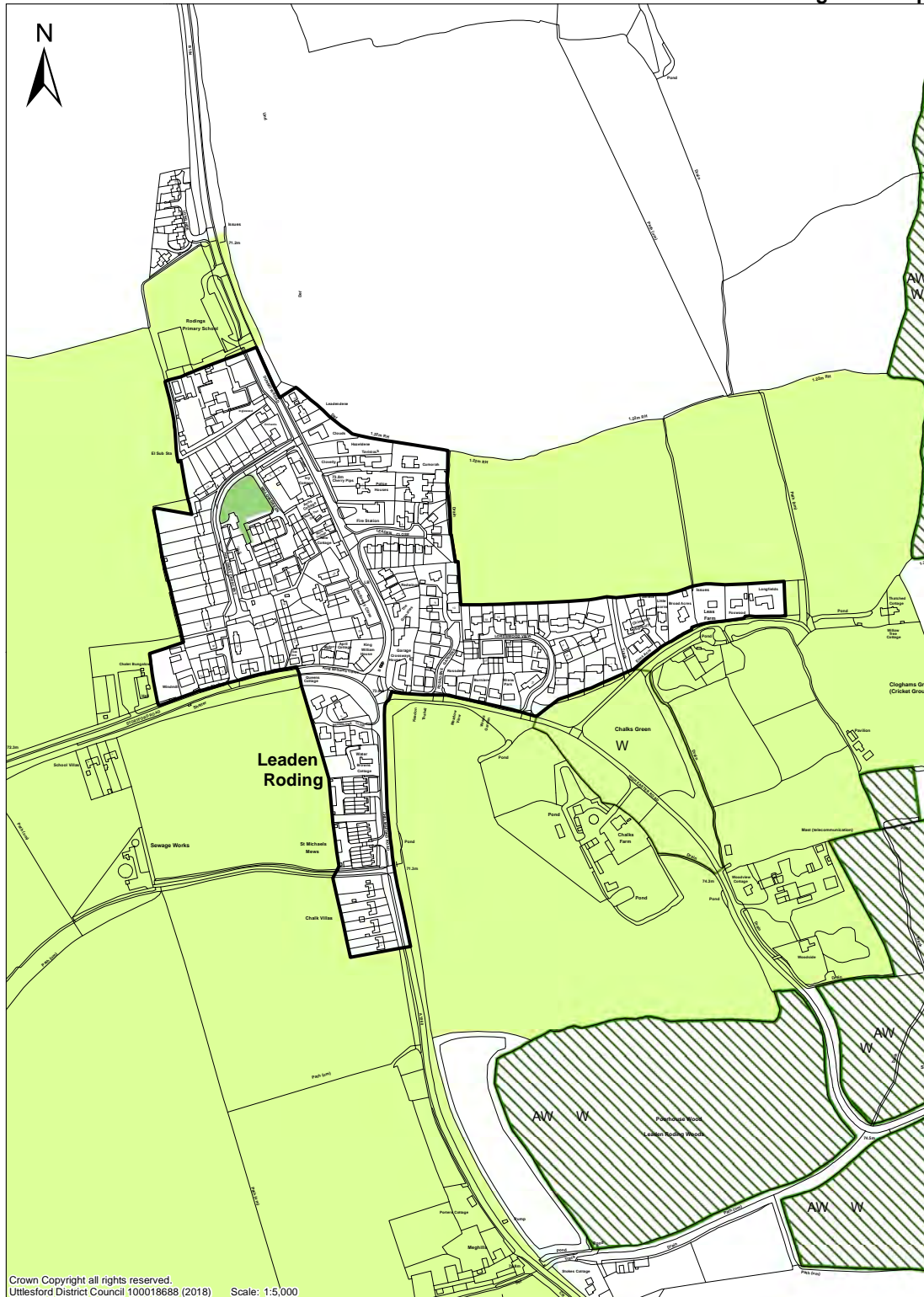
86 High Roding

Uttlesford Pre-Submission Local Plan 2018  
High Roding Inset Map



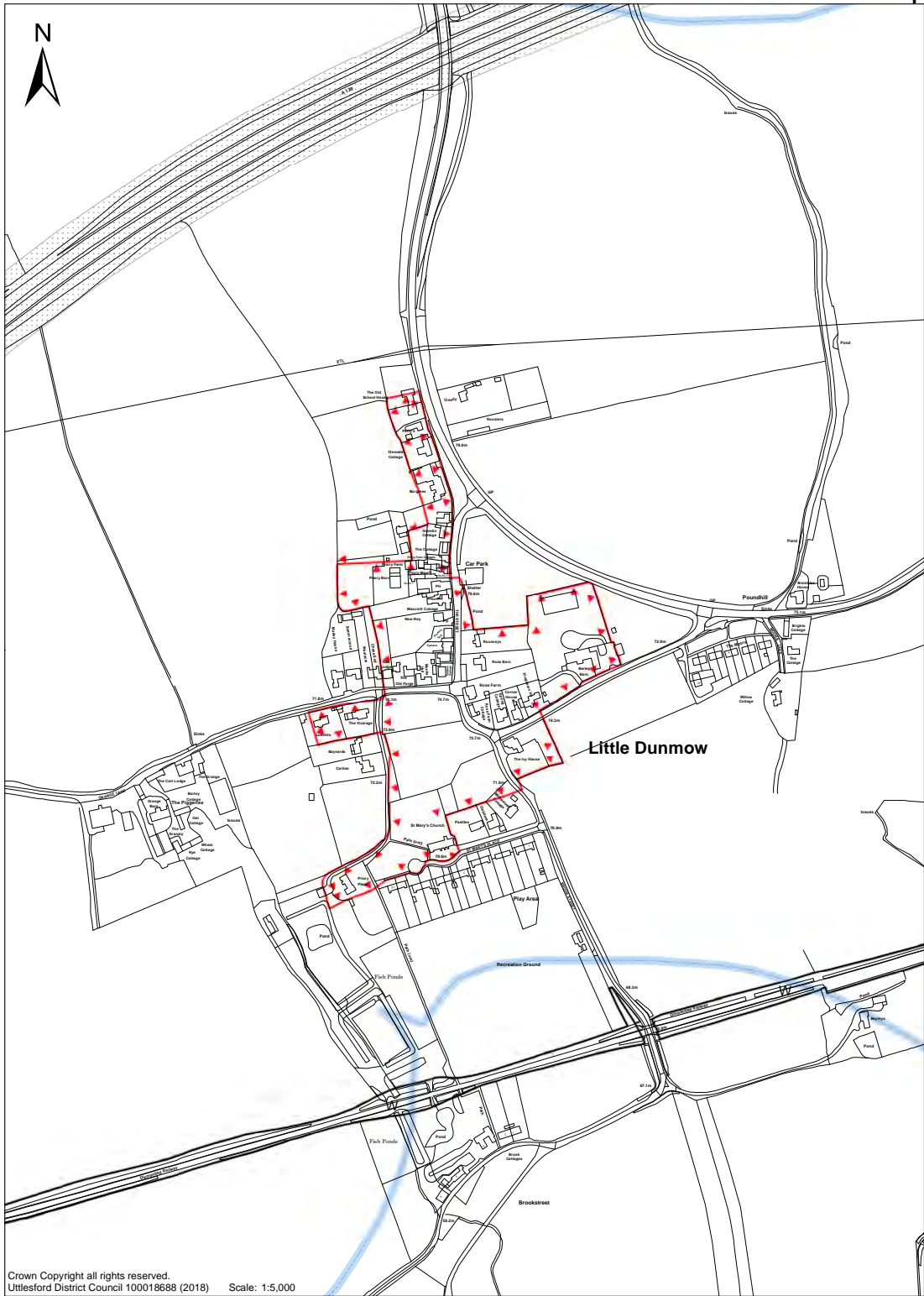
## Leaden Roding 87

### Uttlesford Pre-Submission Local Plan 2018 Leaden Roding Inset Map



88 Little Dunmow

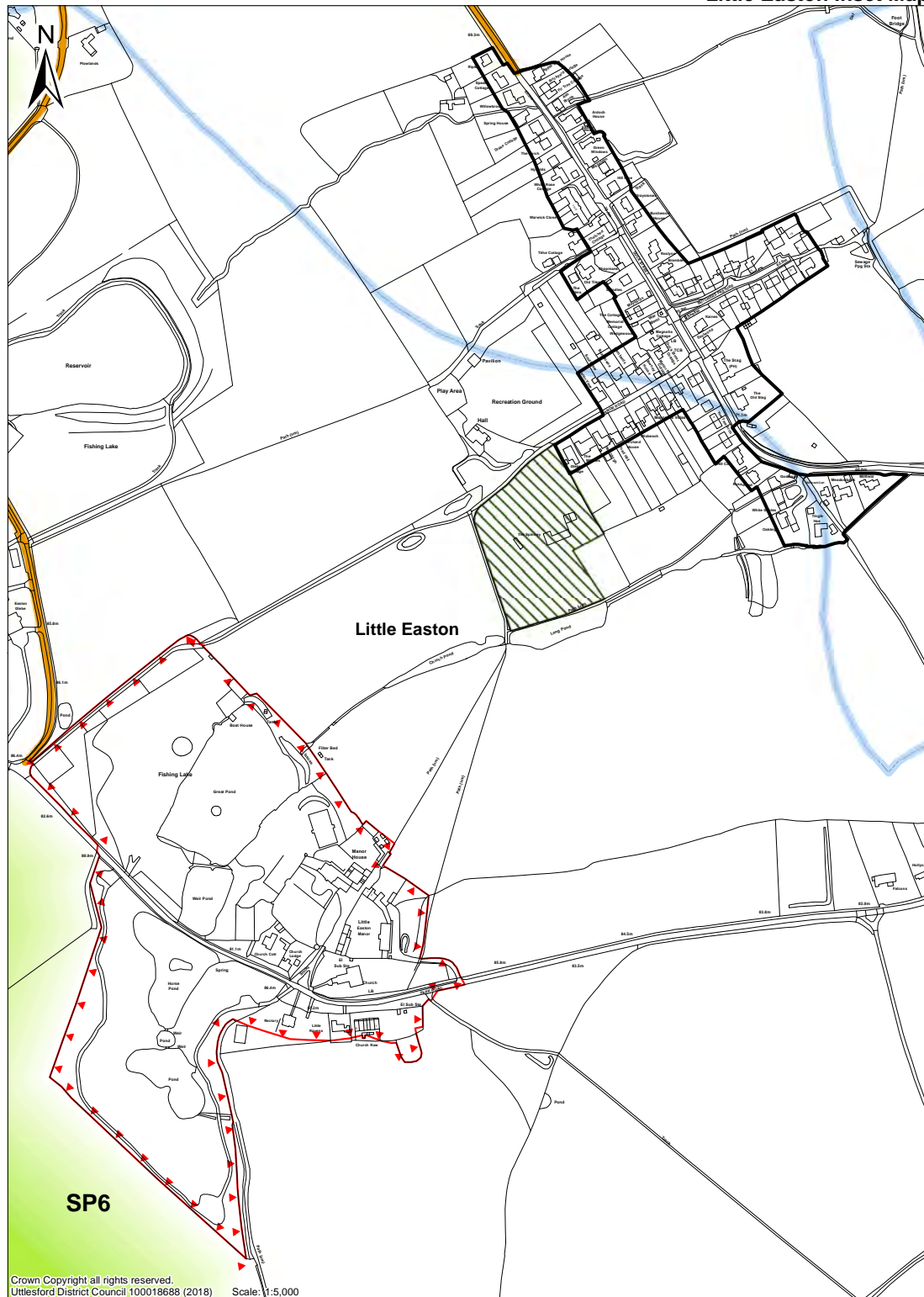
Uttlesford Pre-Submission Local Plan 2018  
Little Dunmow Inset Map





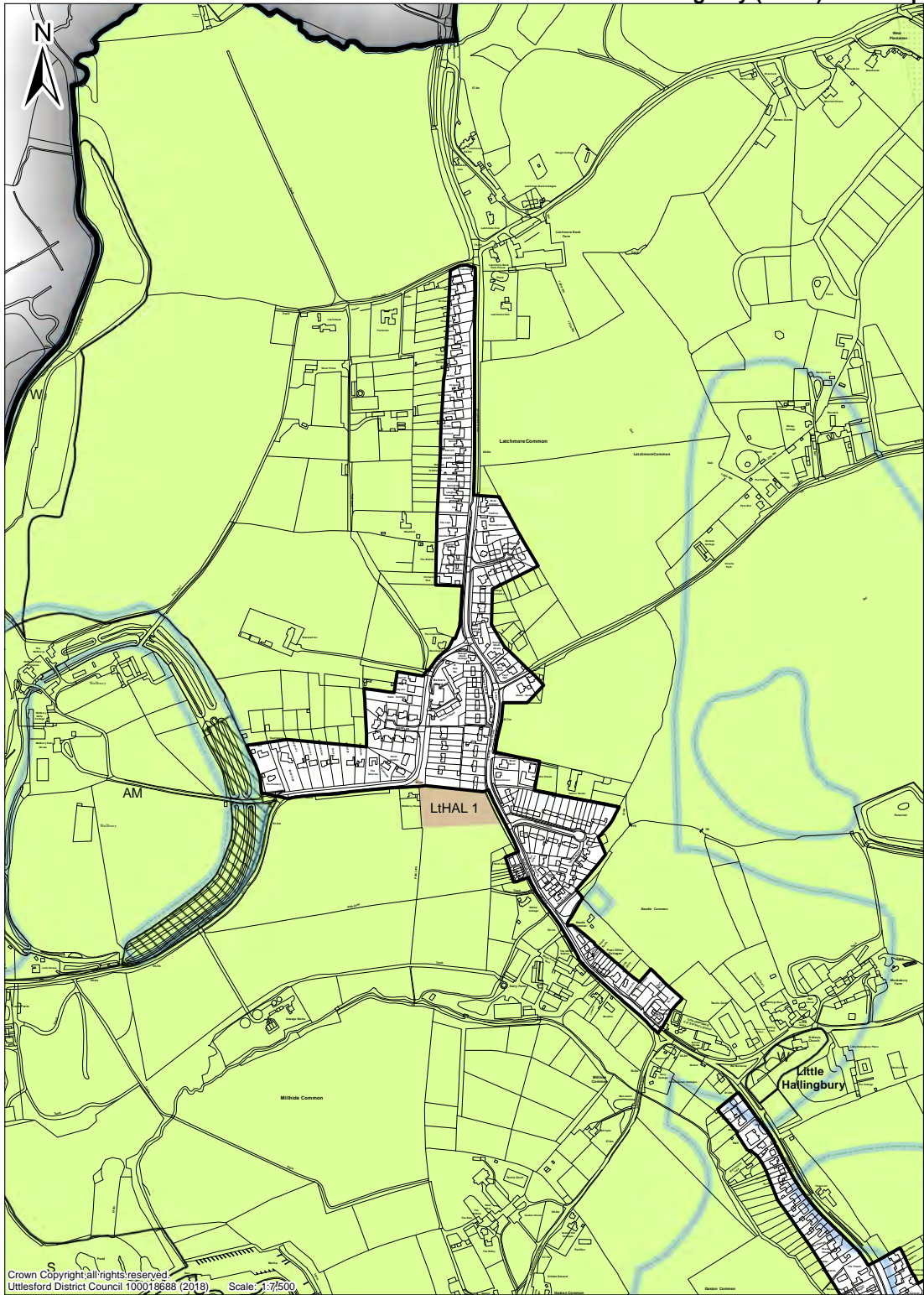
## Little Easton 89

Uttlesford Pre-Submission Local Plan 2018  
Little Easton Inset Map



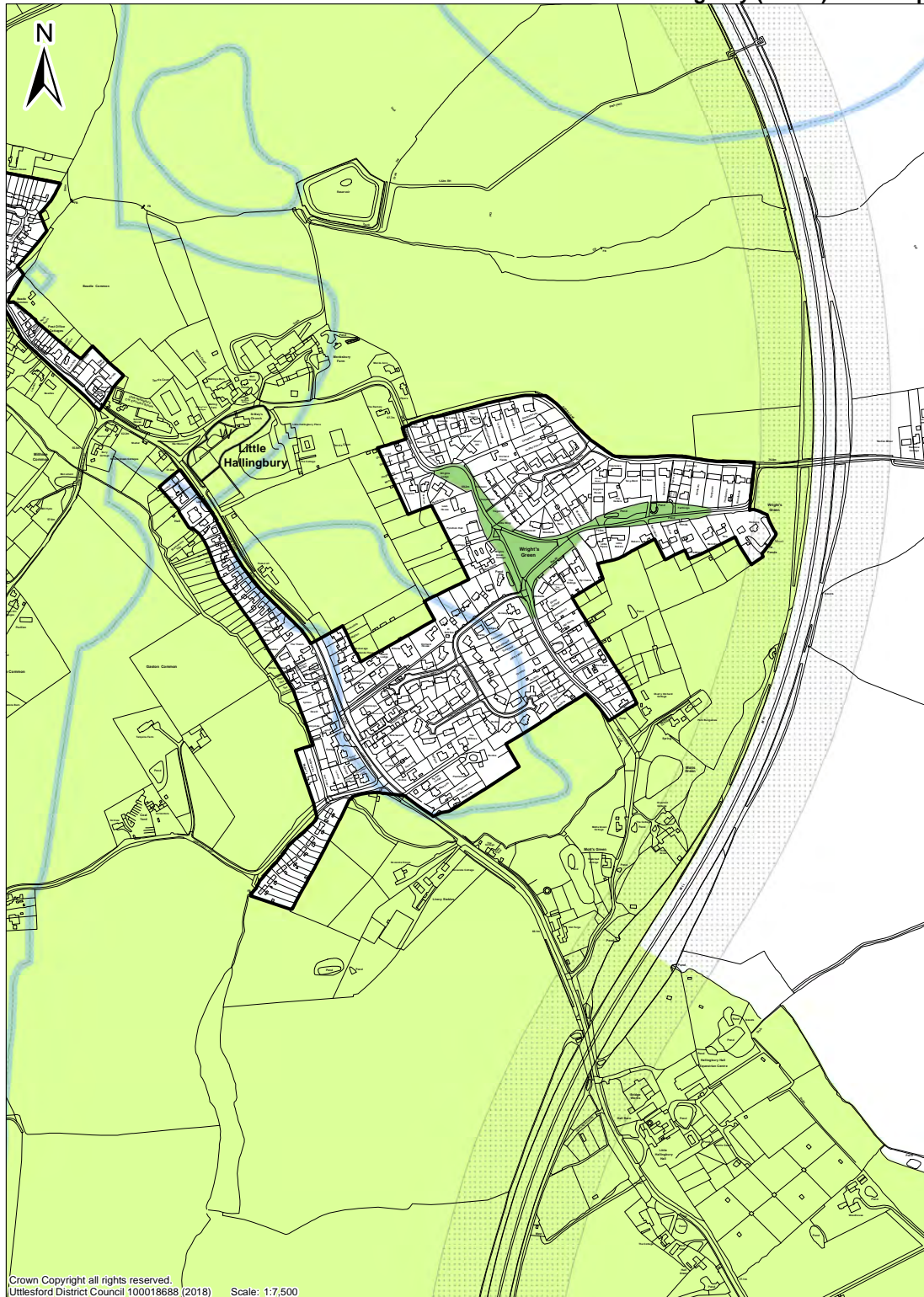
90 Little Hallingbury North

Uttlesford Pre-Submission Local Plan 2018  
Little Hallingbury (North) Inset Map



## Little Hallingbury South 91

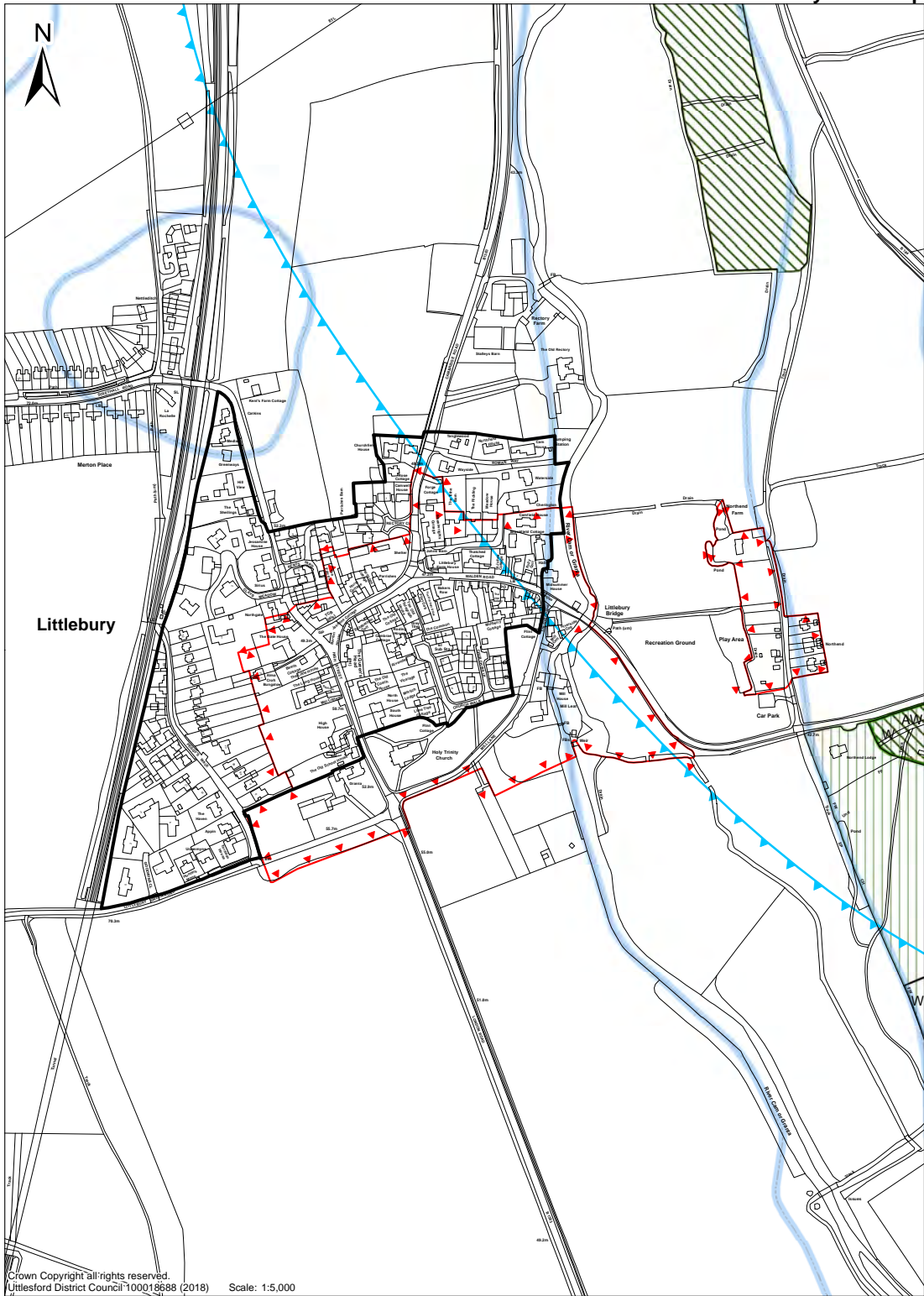
Uttlesford Pre-Submission Local Plan 2018  
Little Hallingbury (South) Inset Map





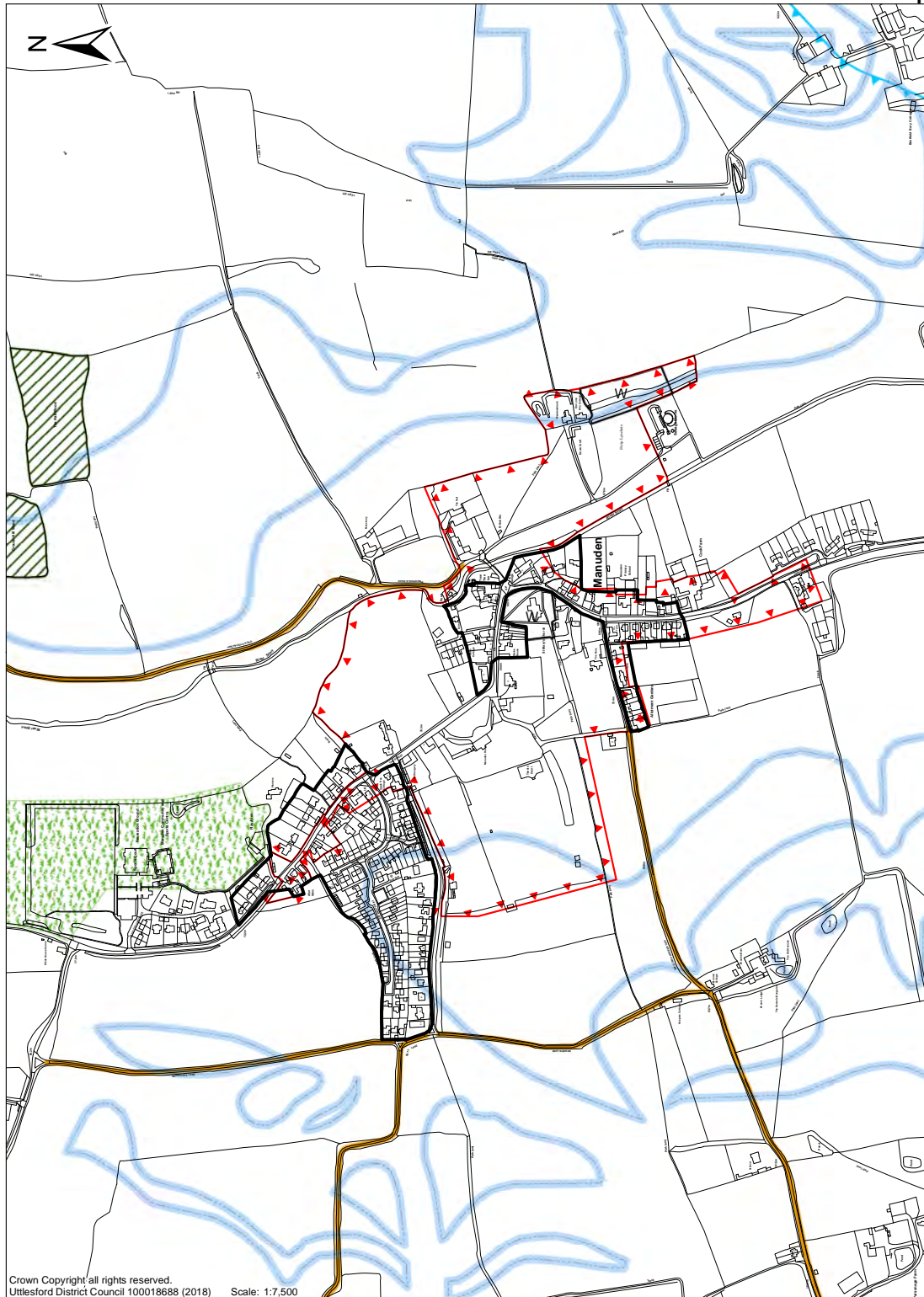
92 Littlebury

Uttlesford Pre-Submission Local Plan 2018  
Littlebury Inset Map



## Manuden 93

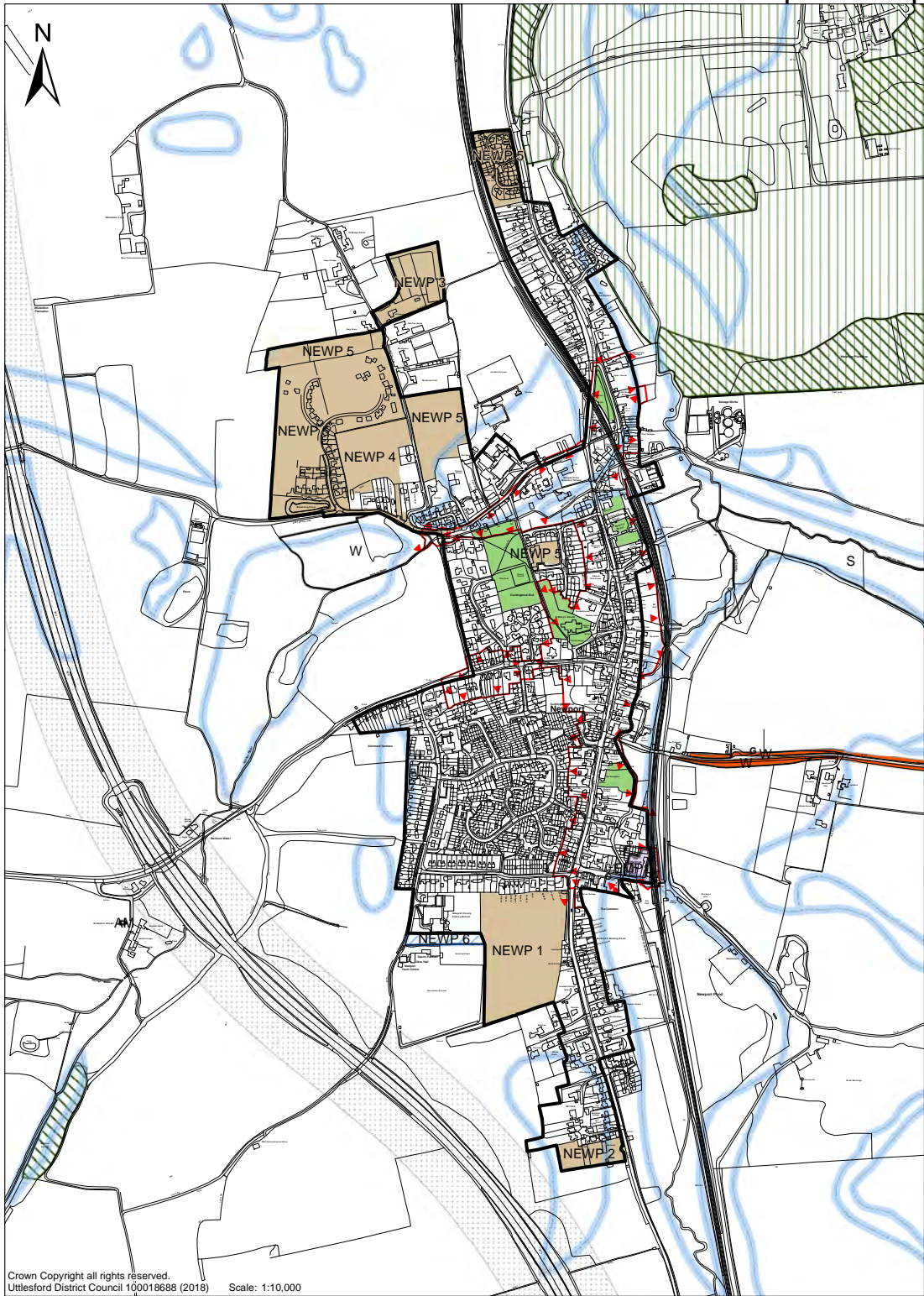
Uttlesford Pre-Submission Local Plan 2018  
Manuden Inset Map





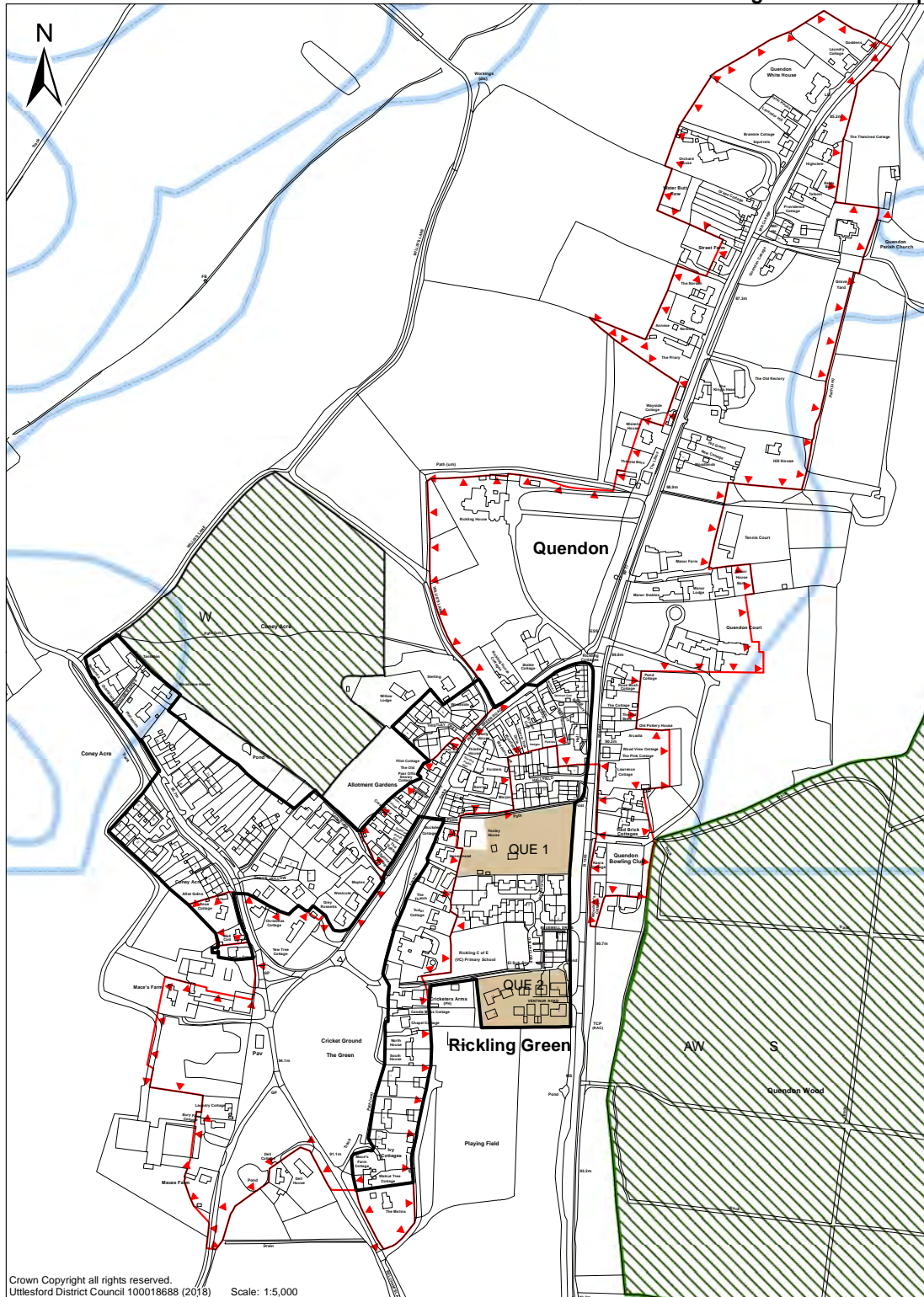
94 Newport

Uttlesford Pre-Submission Local Plan 2018  
Newport Inset Map



## Quendon & Rickling Green 95

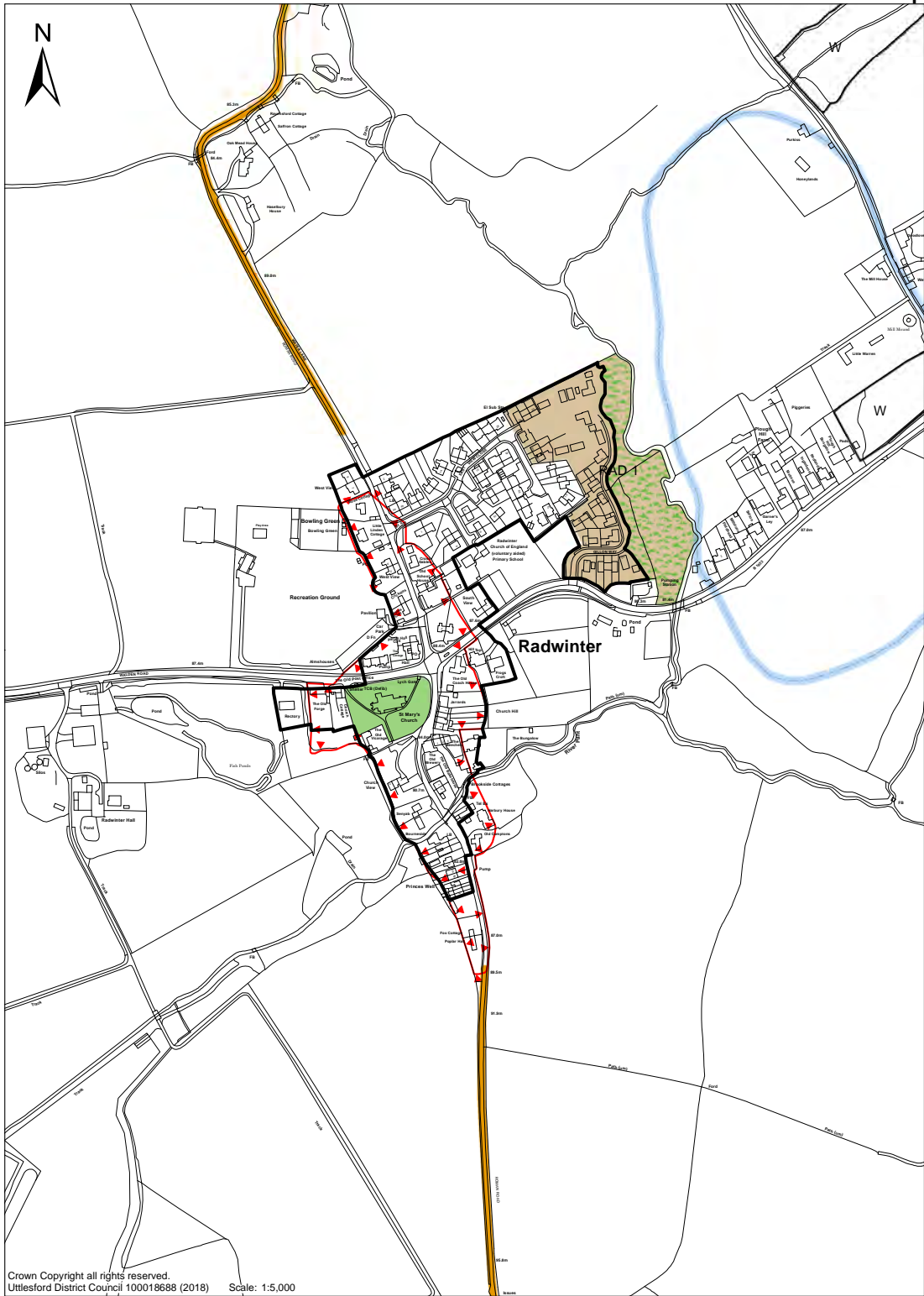
## Uttlesford Pre-Submission Local Plan 2018 Quendon & Rickling Green Inset Map





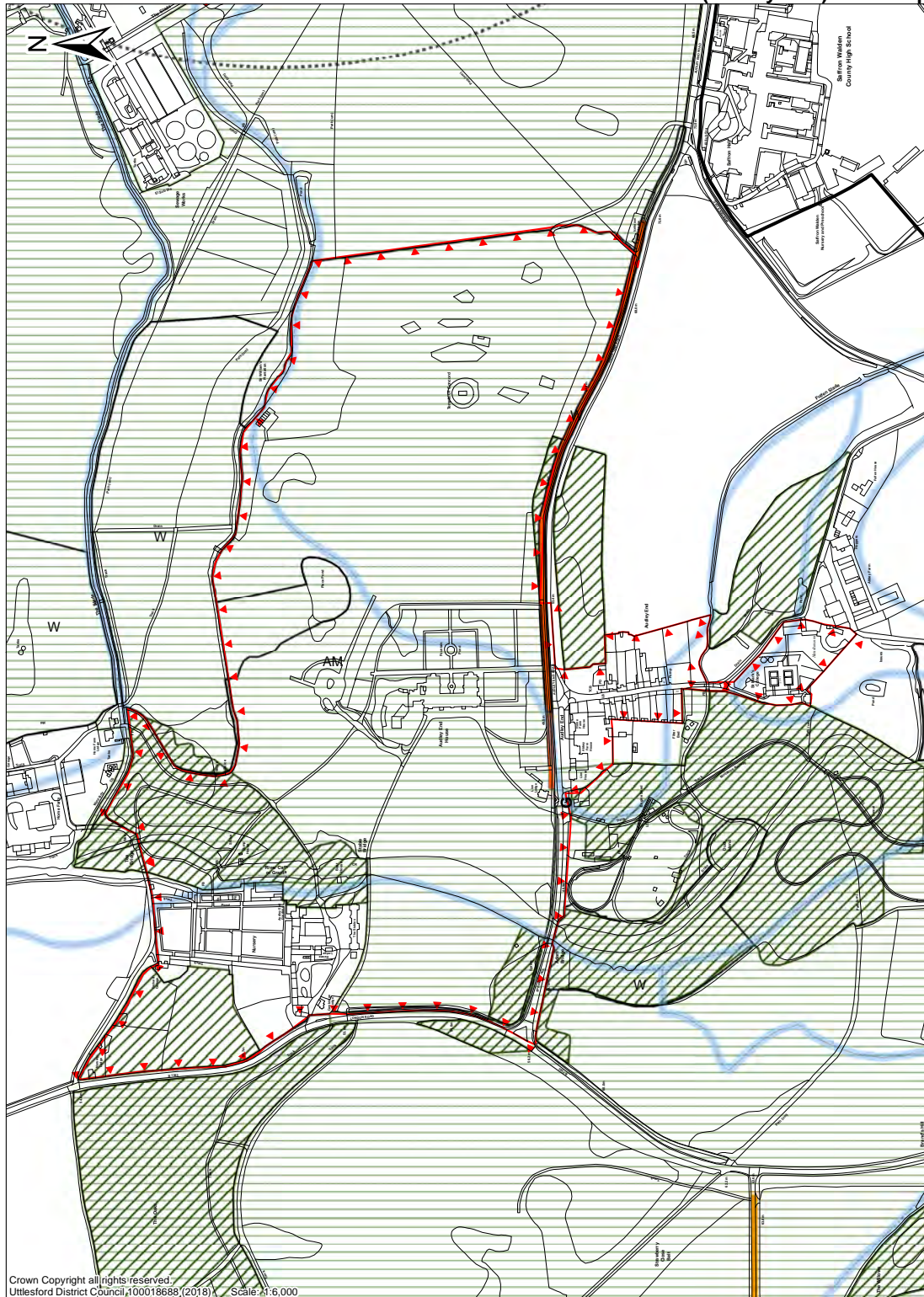
96 Radwinter

Uttlesford Pre-Submission Local Plan 2018  
Radwinter Inset Map



## Saffron Walden Audley End 97

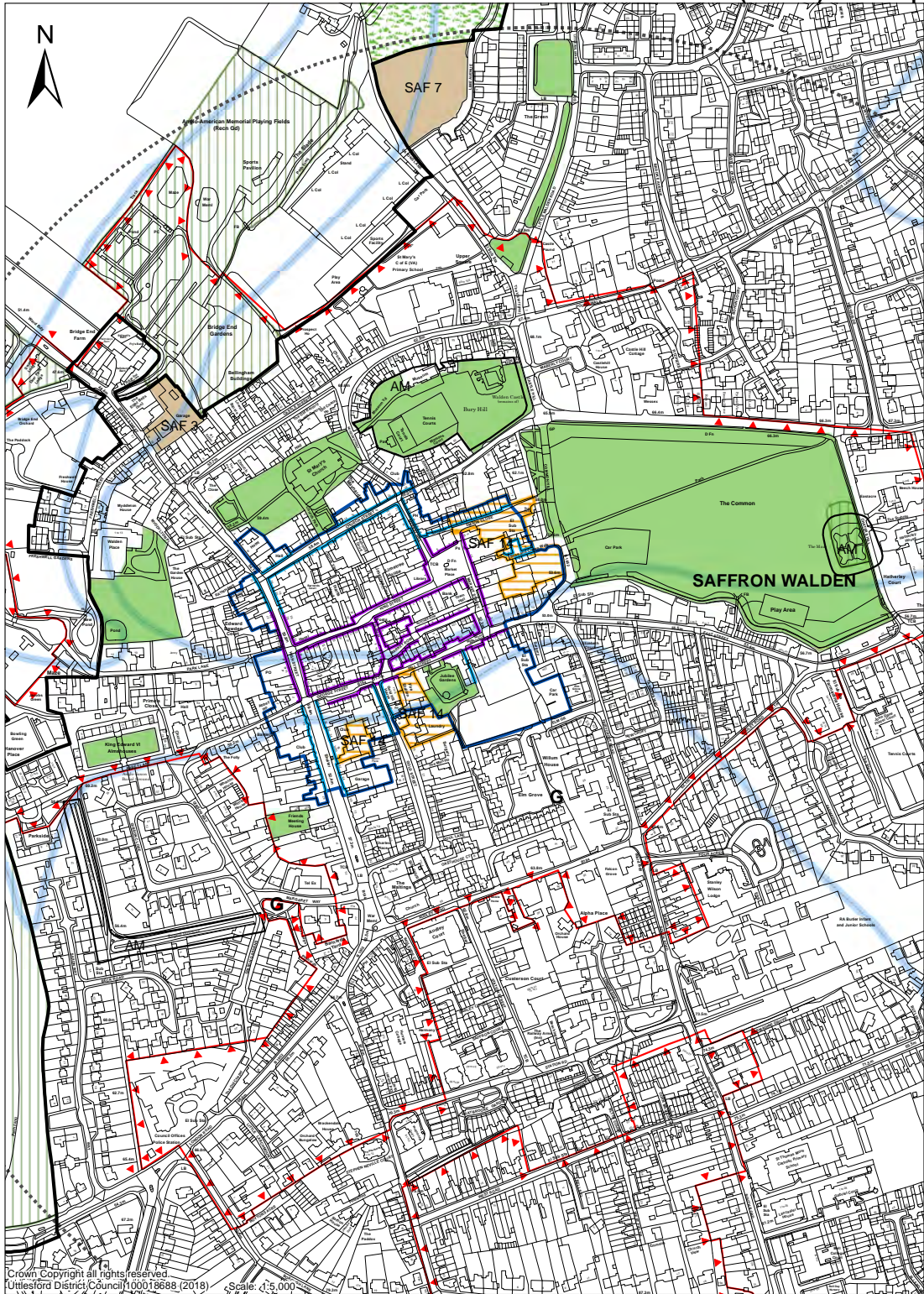
Uttlesford Pre-Submission Local Plan 2018  
Saffron Walden (Audley End) Inset Map





98 Saffron Walden Central

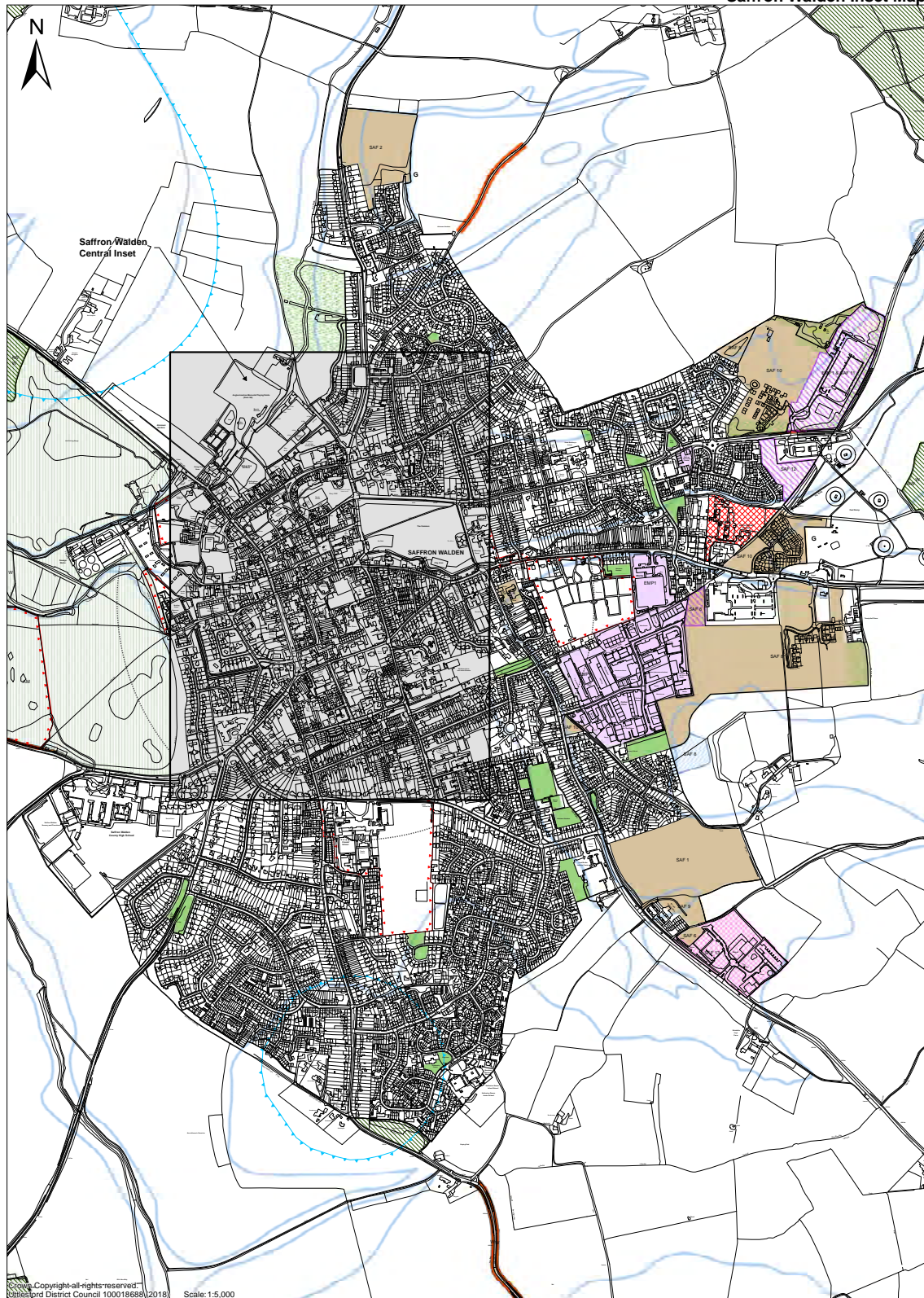
Uttlesford Pre-Submission Local Plan 2018  
Saffron Walden (Central) Inset Map





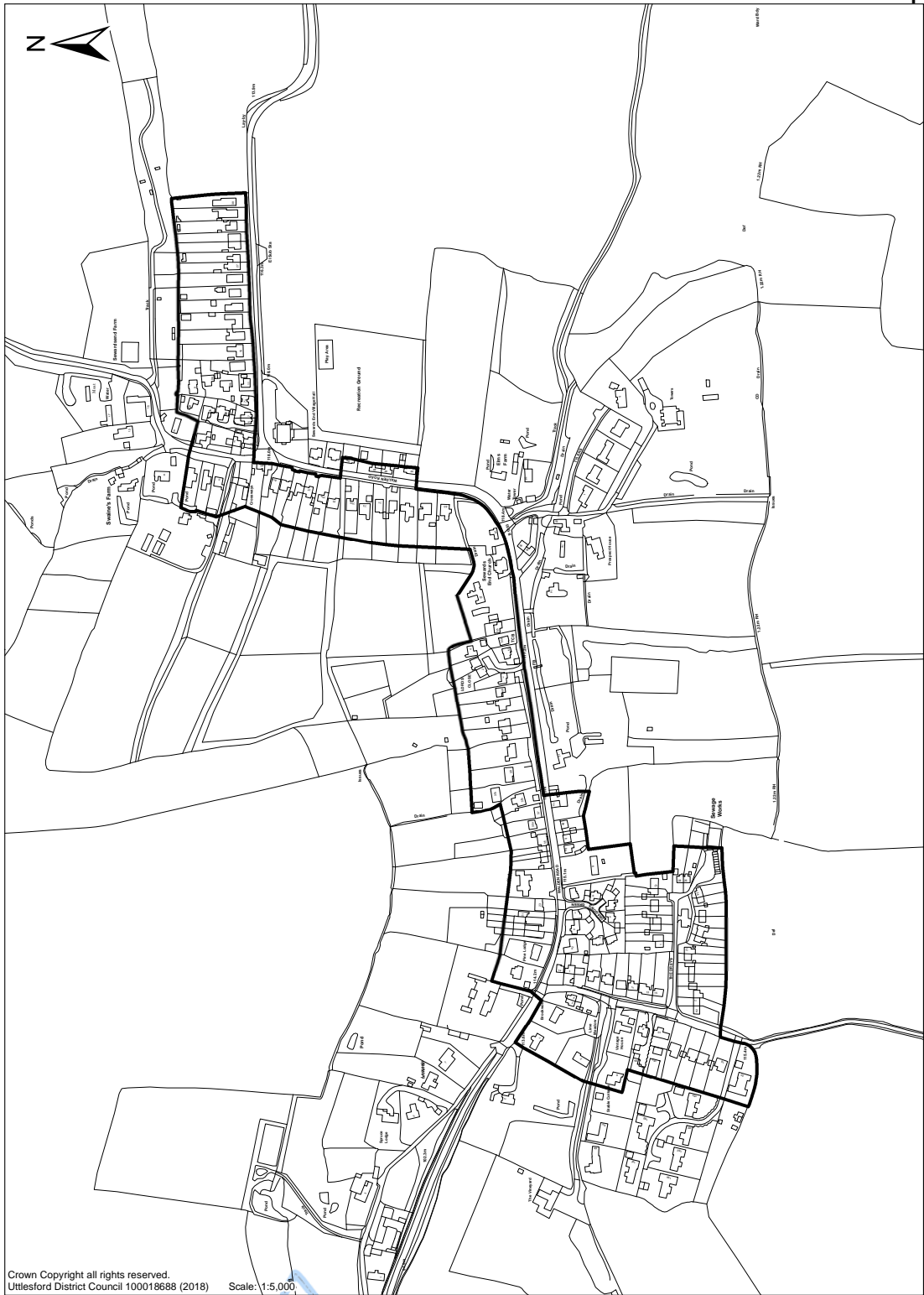
## Saffron Walden 99

Uttlesford Pre-Submission Local Plan 2018  
Saffron Walden Inset Map



100 Swards End

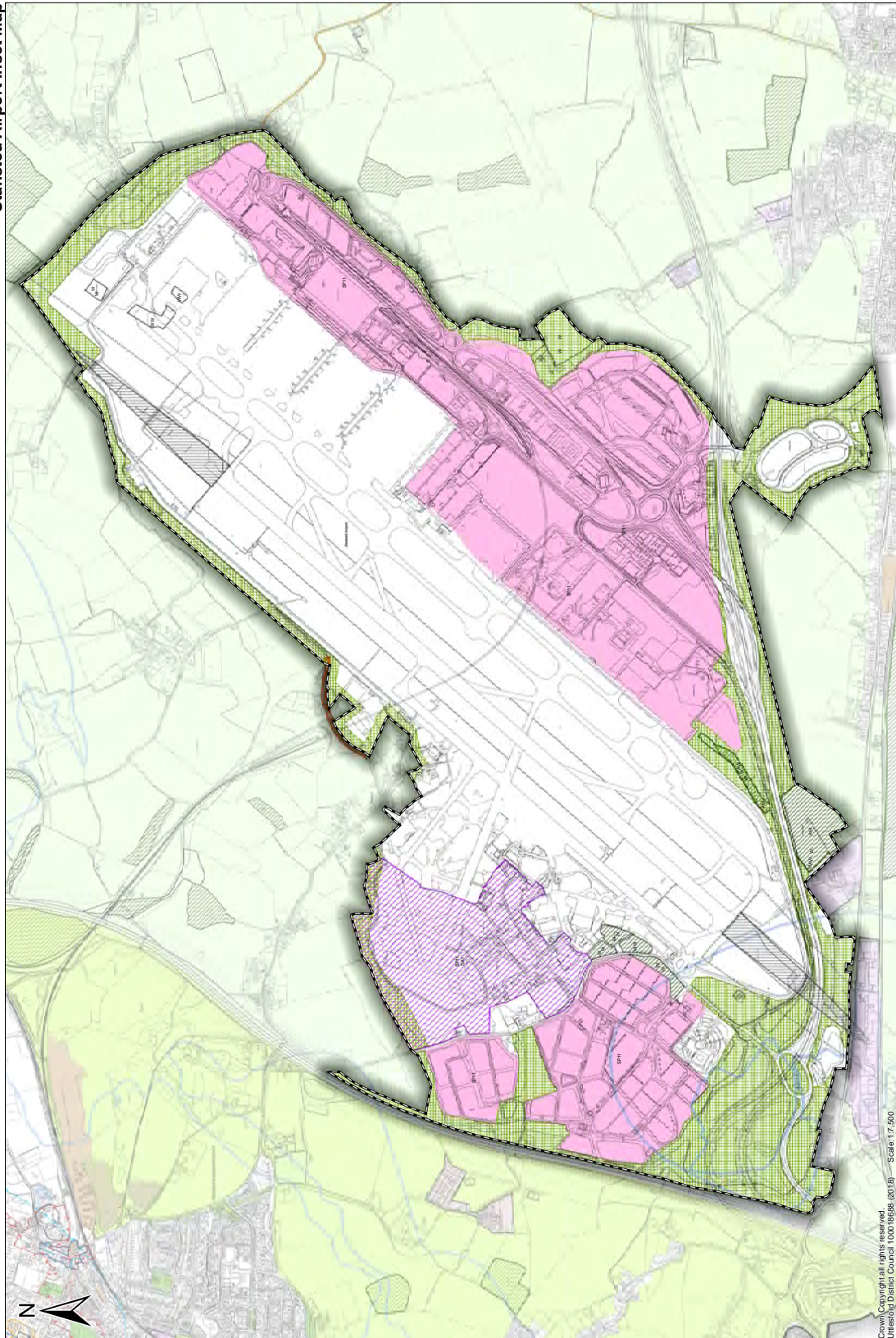
Uttlesford Pre-Submission Local Plan 2018  
Swards End Inset Map



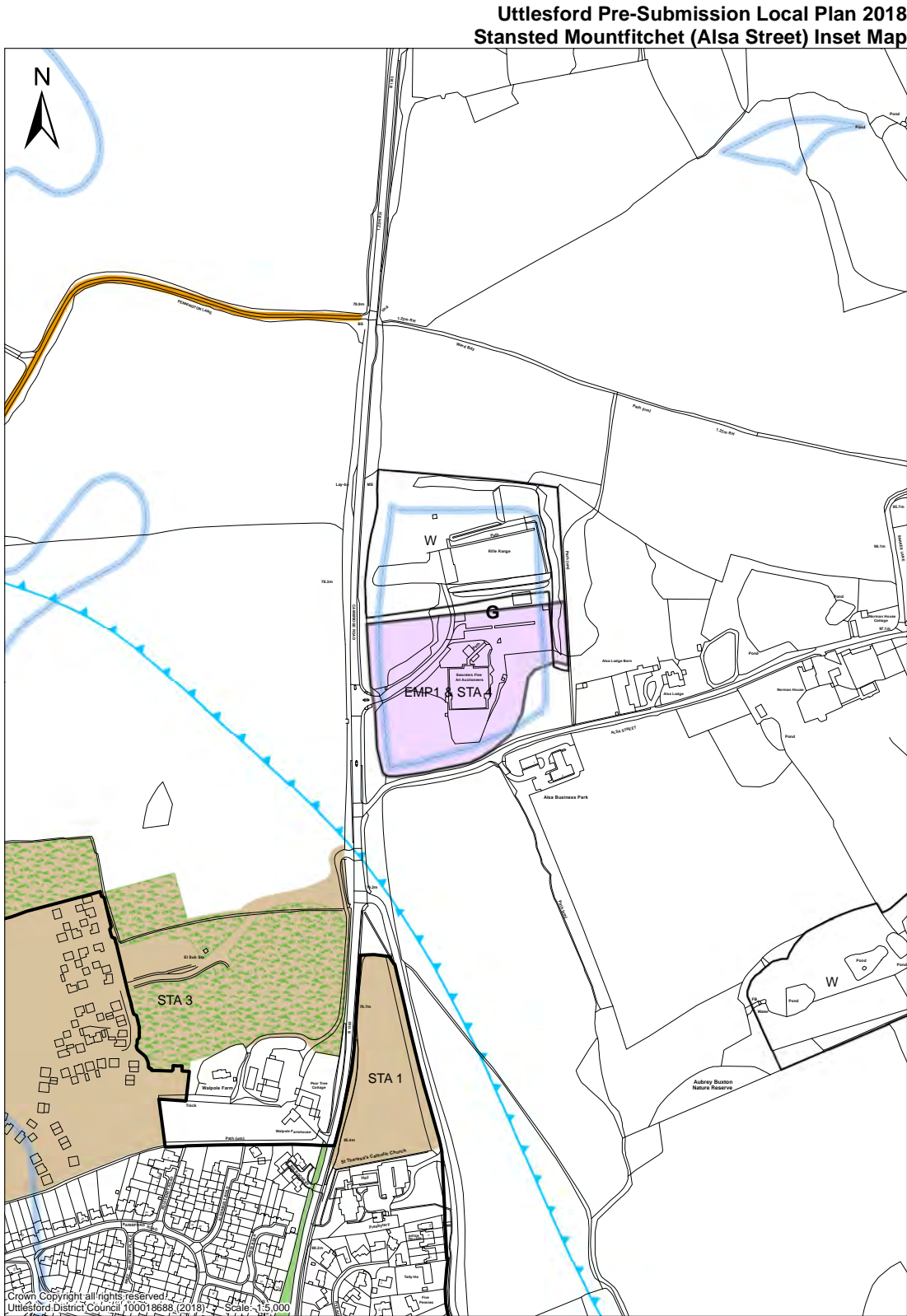


## Stansted Airport 101

Uttlesford Pre-Submission Local Plan 2018  
Stansted Airport Inset Map



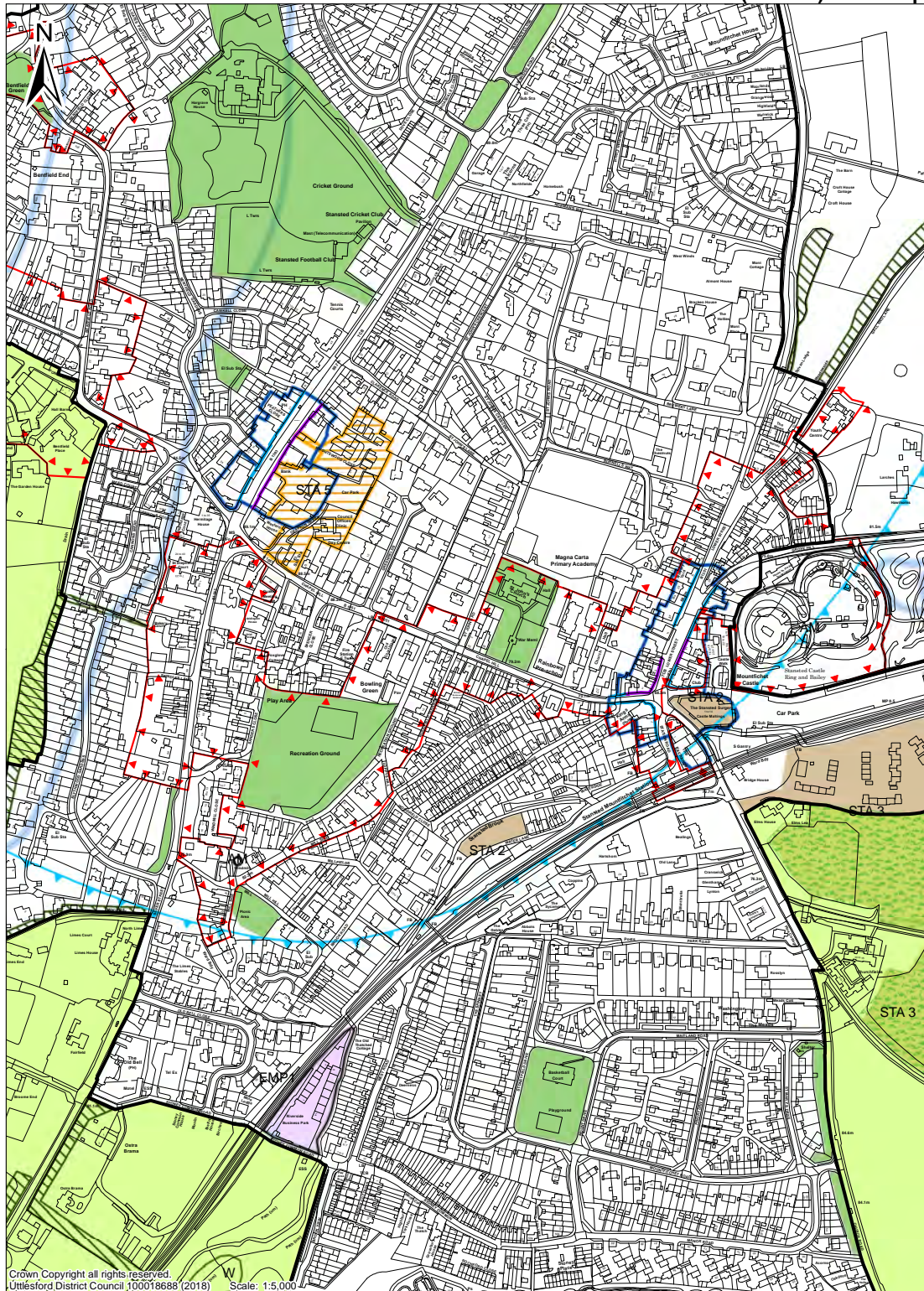
102 Stansted Mountfitchet Alsa Street





## Stansted Mountfitchet Central 103

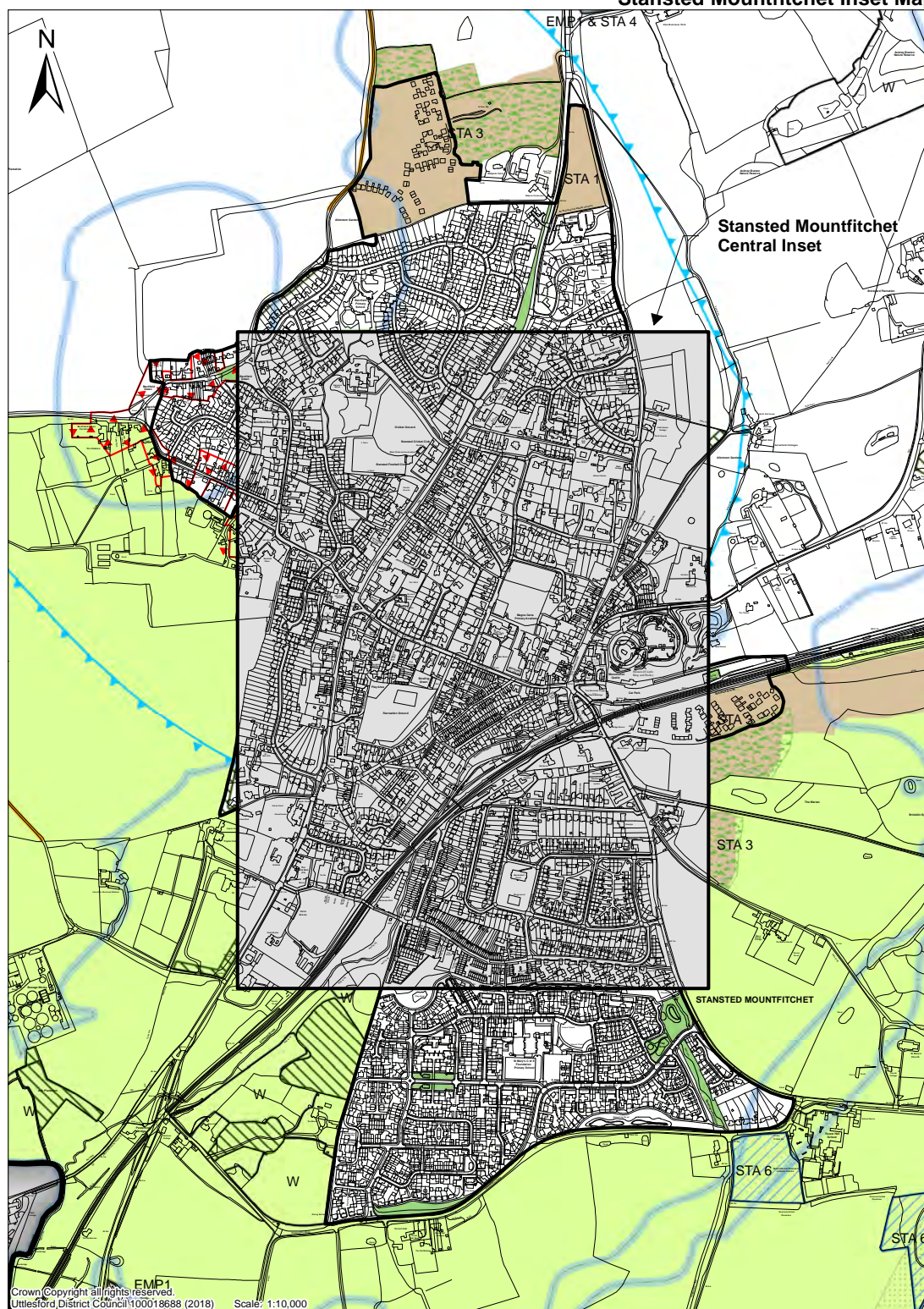
Uttlesford Pre-Submission Local Plan 2018  
Stansted Mountfitchet (Central) Inset Map





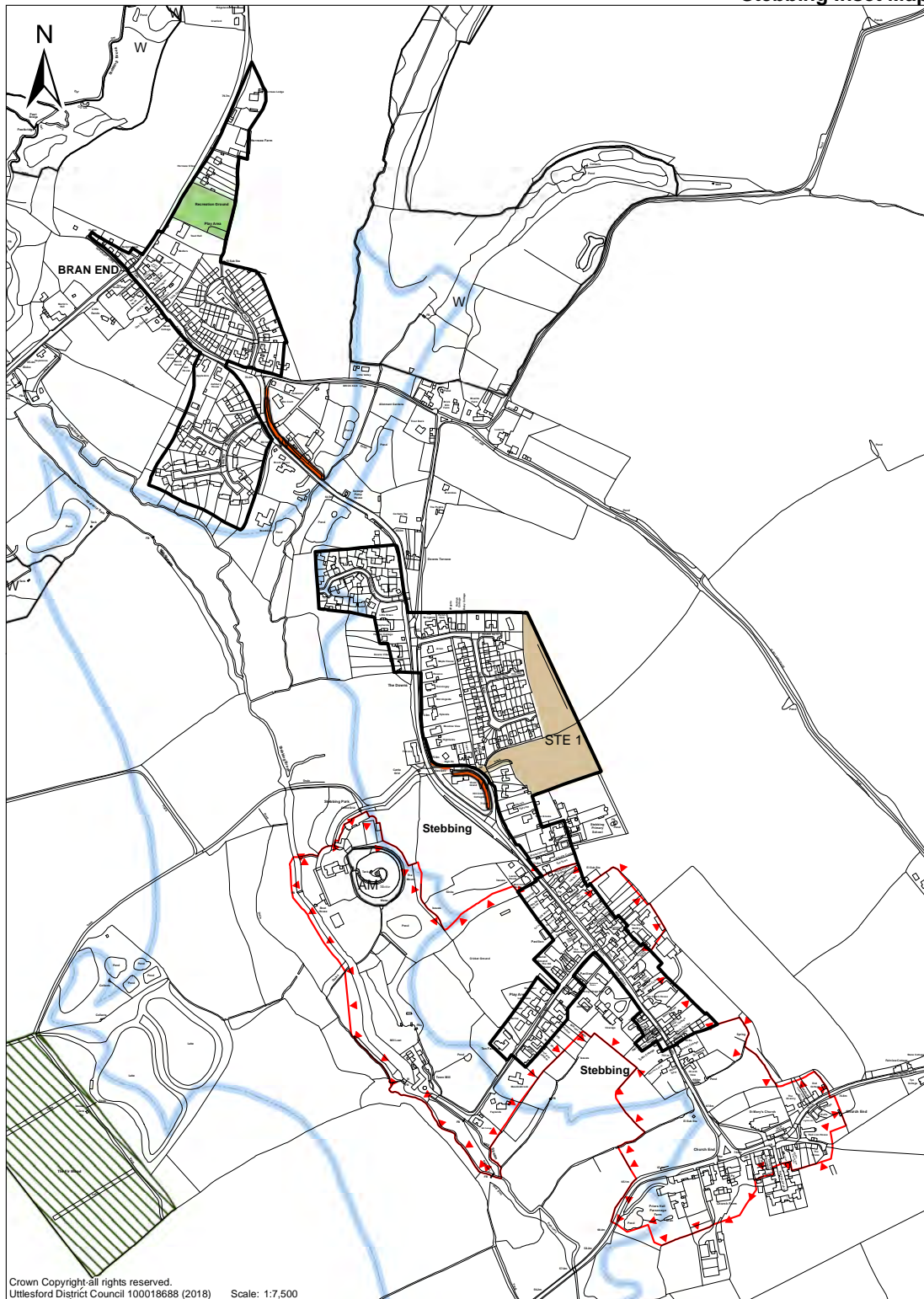
## 104 Stansted Mountfitchet

## Uttlesford Pre-Submission Local Plan 2018 Stansted Mountfitchet Inset Map



# Stebbing 105

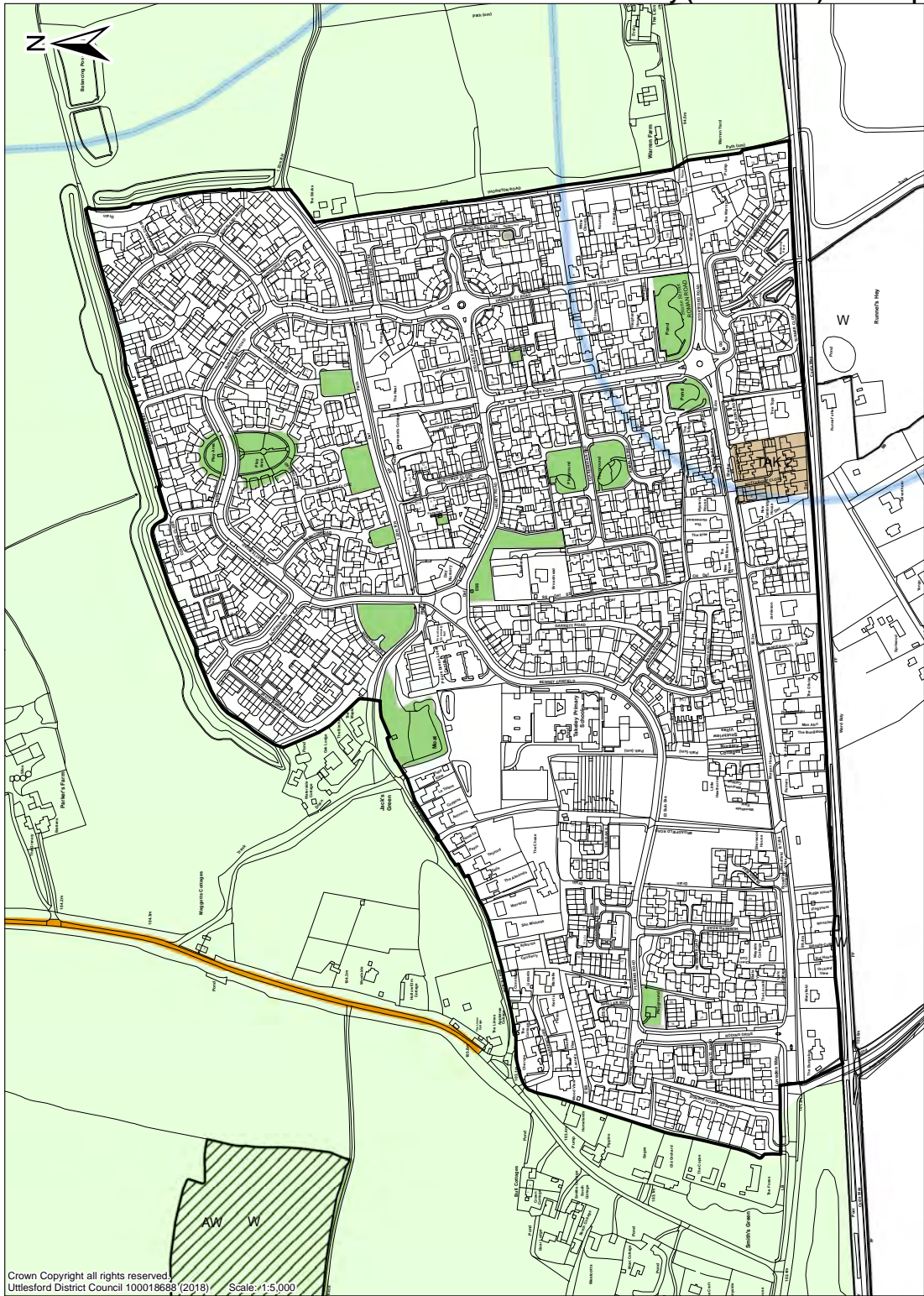
## Uttlesford Pre-Submission Local Plan 2018 Stebbing Inset Map





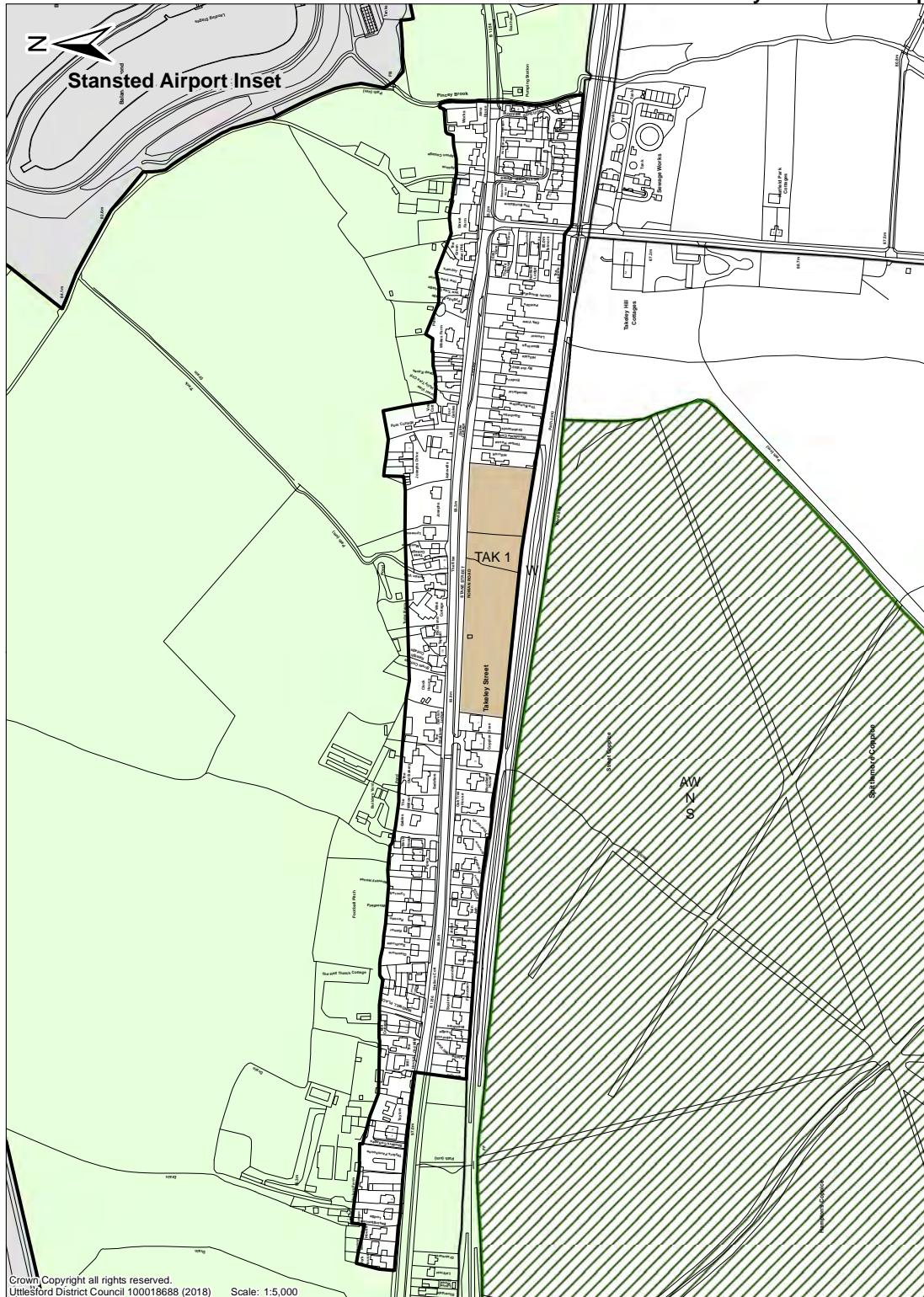
106 Takeley Priors Green

Uttlesford Pre-Submission Local Plan 2018  
Takeley (Priors Green) Inset Map



## Takeley Street 107

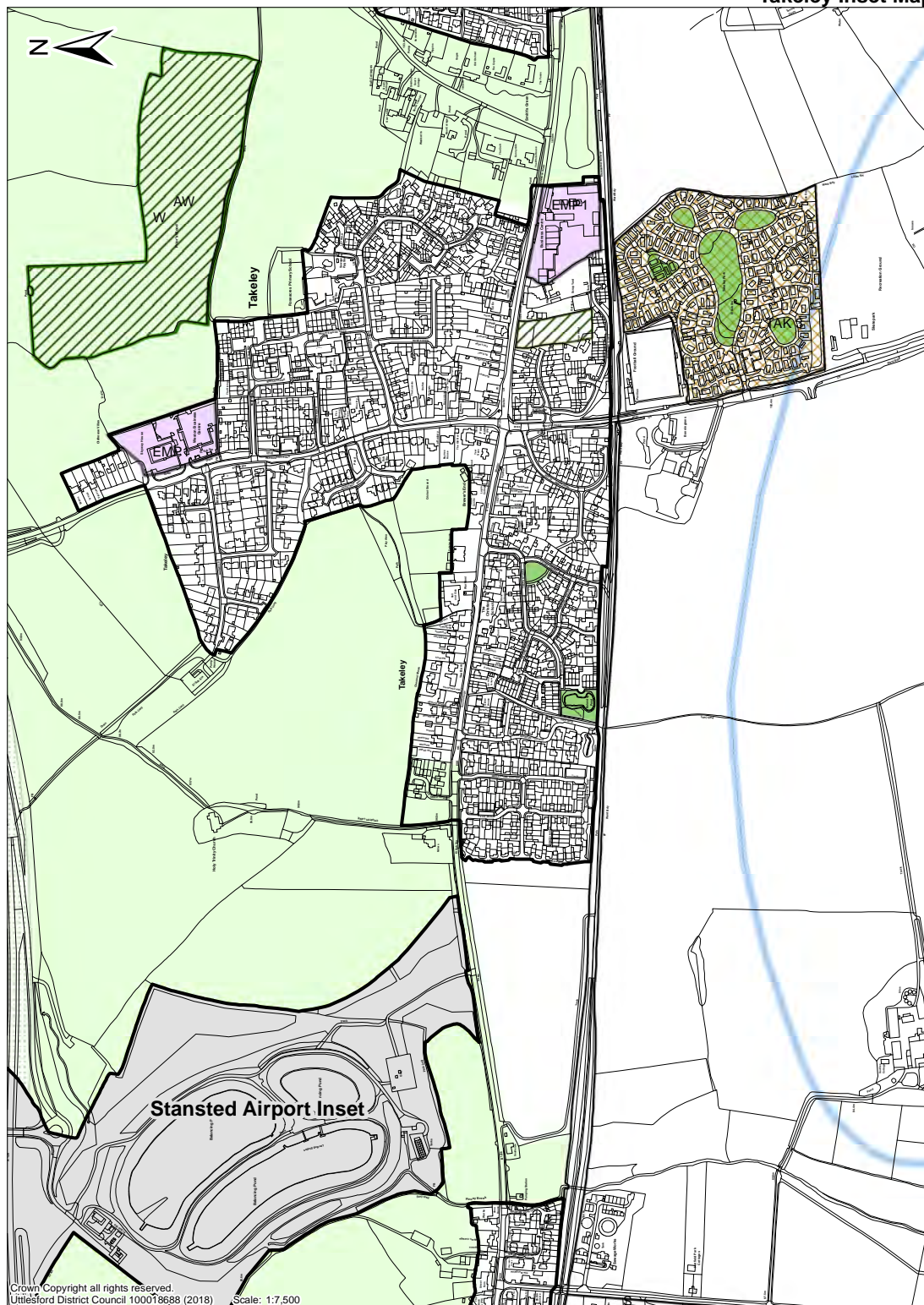
### Uttlesford Pre-Submission Local Plan 2018 Takeley Street Inset Map





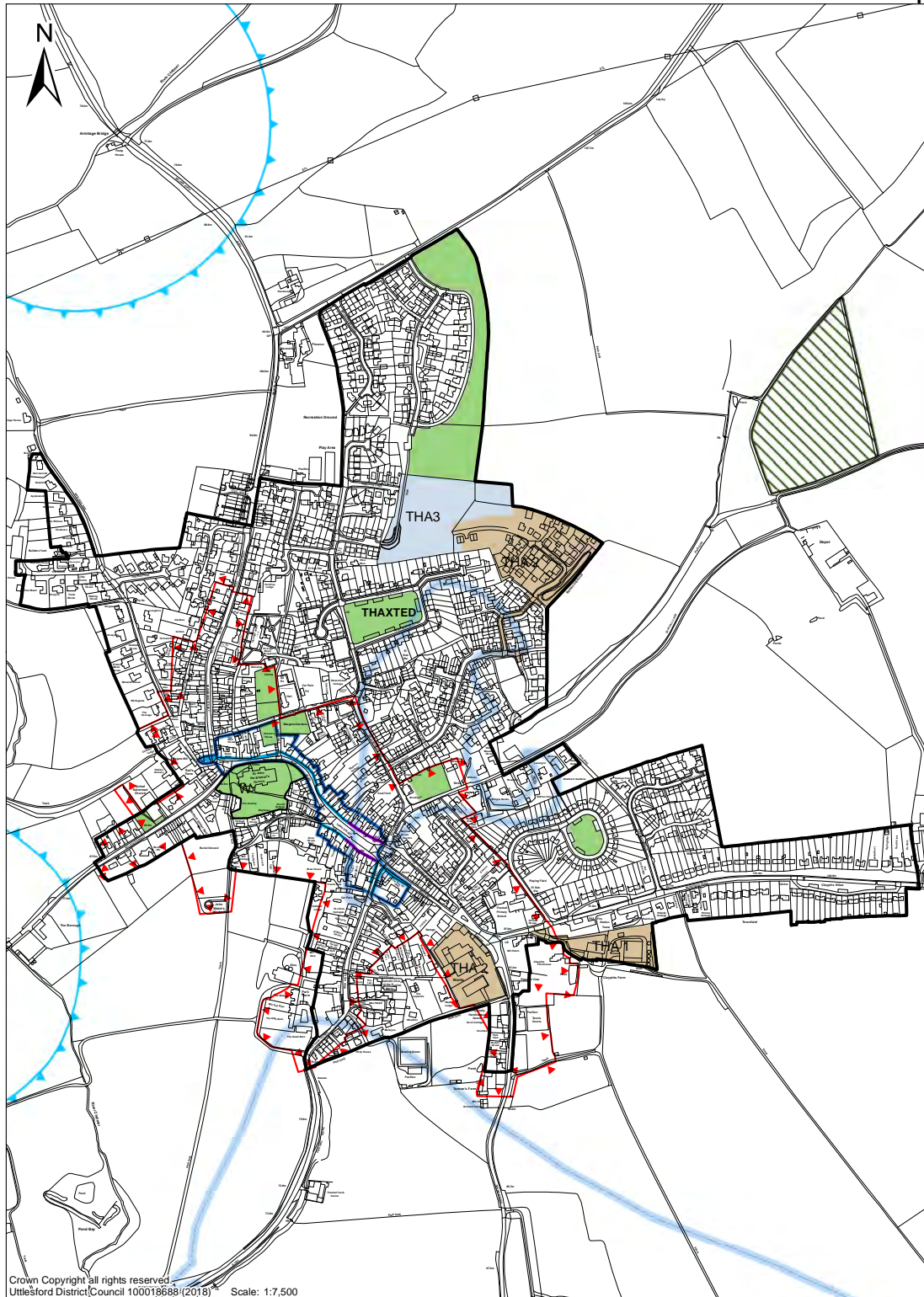
108 **Takeley**

**Uttlesford Pre-Submission Local Plan 2018**  
**Takeley Inset Map**



## Thaxted 109

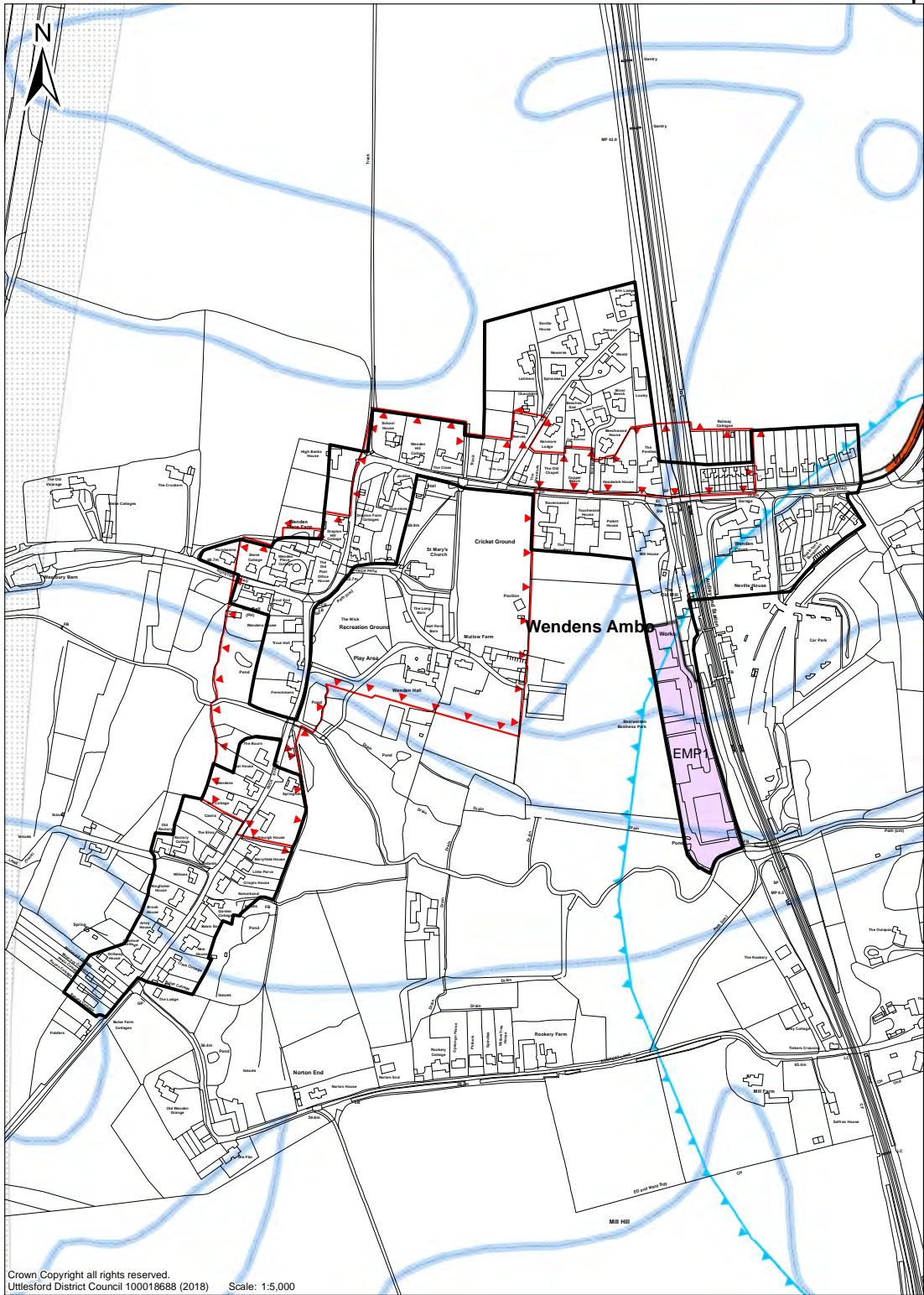
Uttlesford Pre-Submission Local Plan 2018  
Thaxted Inset Map





110 Wendens Ambo

Uttlesford Pre-Submission Local Plan 2018  
Wendens Ambo Inset Map



# White Roding 111

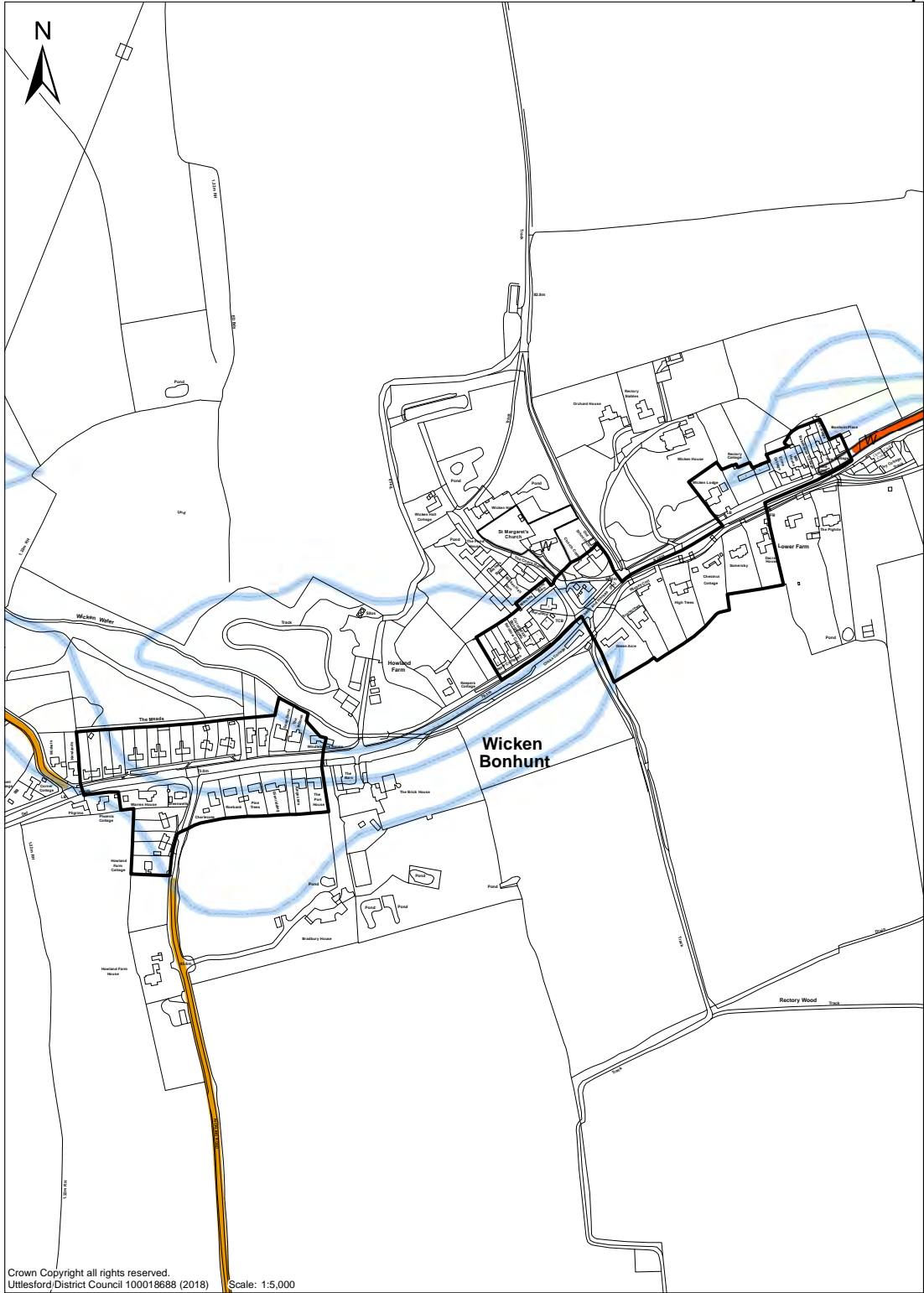
Uttlesford Pre-Submission Local Plan 2018  
White Roding Inset Map





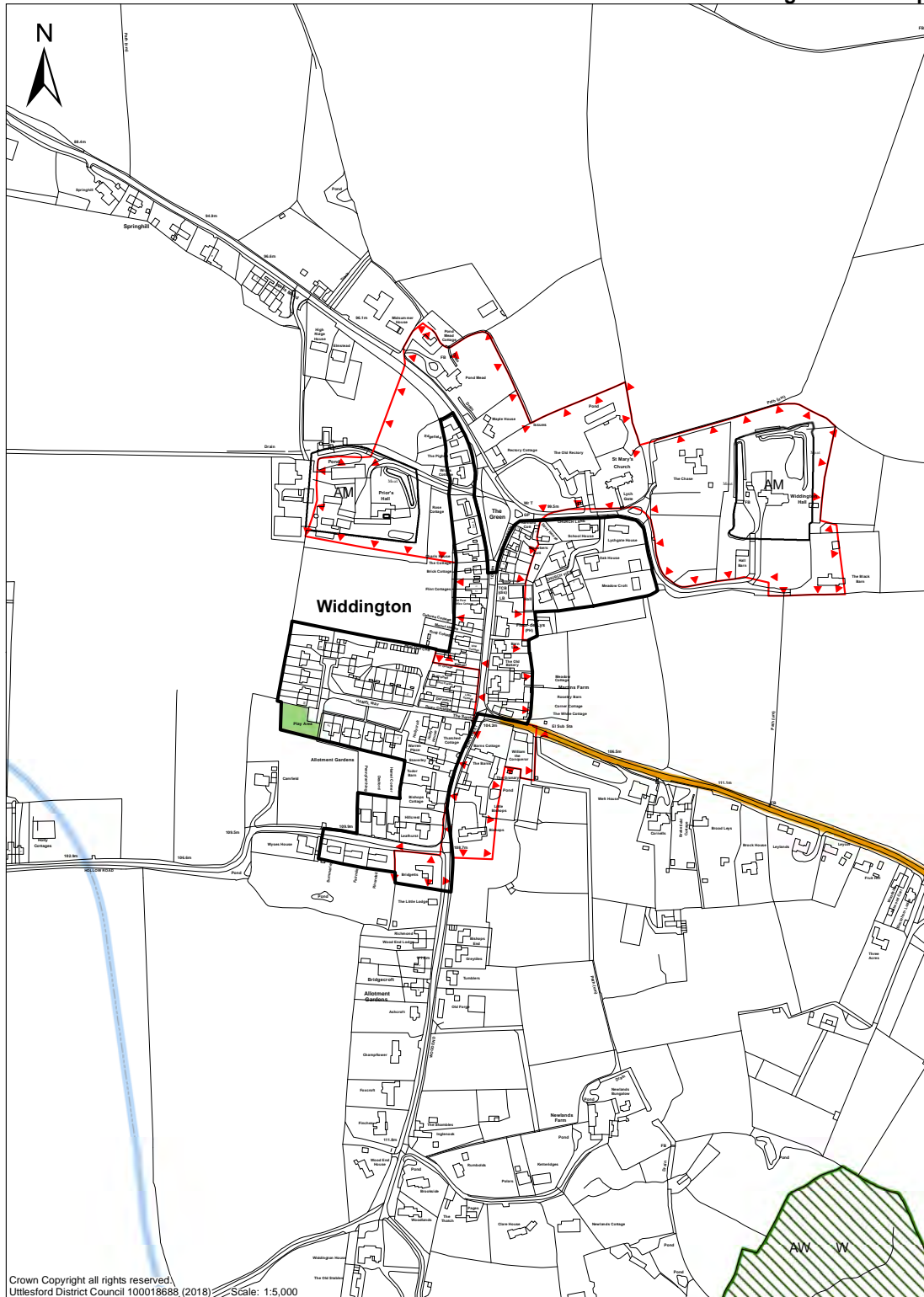
112 Wicken Bonhunt

Uttlesford Pre-Submission Local Plan 2018  
Wicken Bonhunt Inset Map



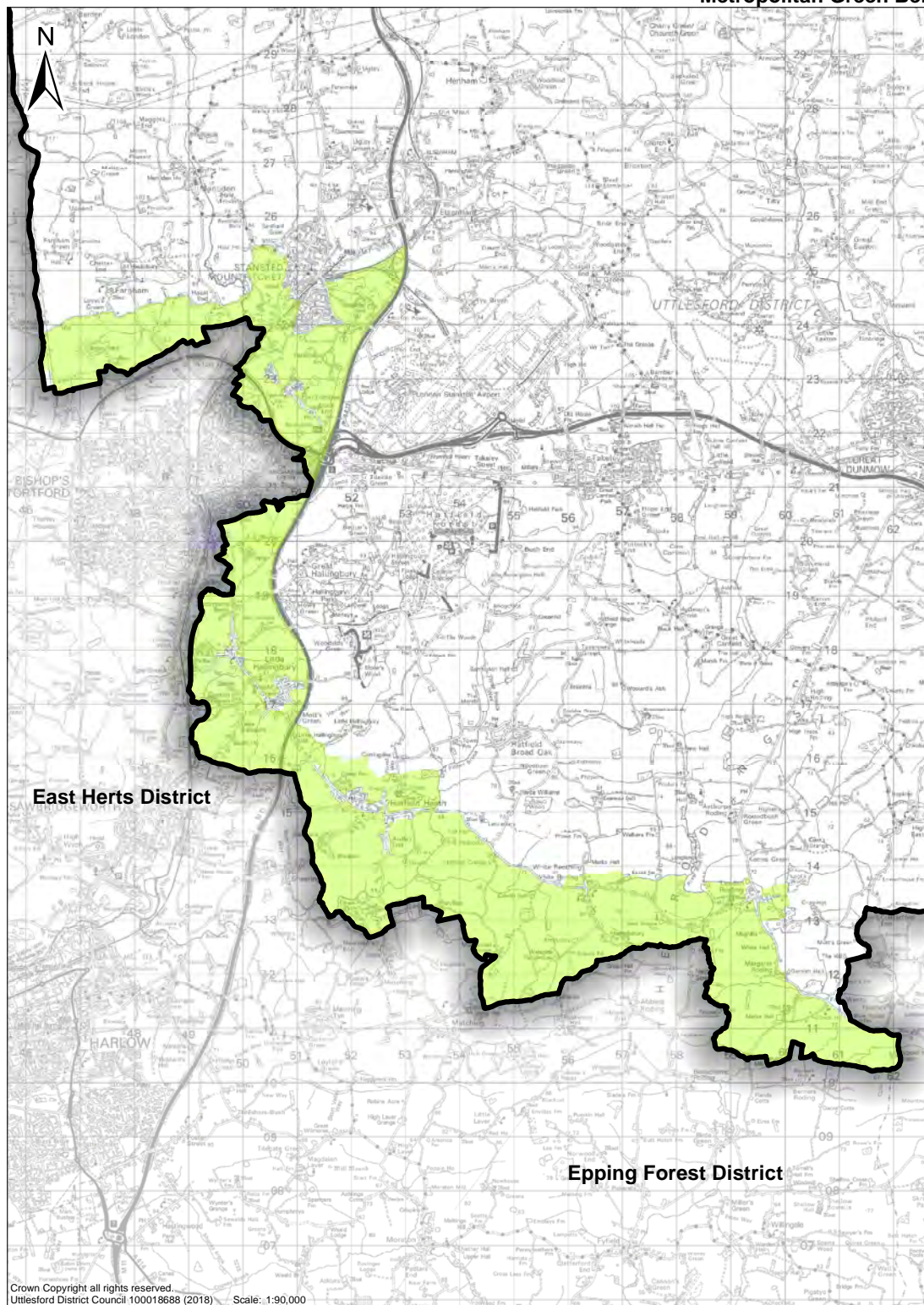
## Widdington 113

### Uttlesford Pre-Submission Local Plan 2018 Widdington Inset Map



## 114 Metropolitan Green Belt

Uttlesford Pre-Submission Local Plan 2018  
Metropolitan Green Belt





## Countryside Protection zone 115

Uttlesford Pre-Submission Local Plan 2018  
Countryside Protection Zone

