

**Uttlesford Core Strategy - Further Consultation on Preferred
Options, February 2010**

Contents

Contents

1 Introduction	5
2 Options for delivering the balance of the housing requirement	9
3 Development Scenarios for Stansted Airport	24
4 Implications for the Spatial Strategy	26
5 Review of the Preferred Options Policies	30
6 Employment Strategy	35
7 Accessible Development	40
8 Meeting Housing Need	43
9 Housing Strategy	51
10 Infrastructure	57
11 Metropolitan Green Belt	61
12 Protecting the Countryside	64
13 Protecting Agricultural Land	68
14 Countryside Protection Zone	70
15 Landscape Character	72
16 Protecting Historic Environment	75
17 Protecting Nature Conservation and Geological Sites	79
18 Function of the Market Towns	83
19 Character of the Market Towns	87
20 Use of Natural Resources	90
21 Renewable Energy	95
22 Reducing Flood Risk	99
23 Land within the Airport	102
24 Development at the Airport	104
25 Transport	106
26 Health and Community Facilities	108

Contents

27 Health Impacts	110
28 Accessibility	112
Appendices	114
Glossary	121

Introduction 1

What is the Core Strategy?

1.1 The Core Strategy is one of the key documents in the Local Development Framework for Uttlesford which will gradually replace the policies in the Uttlesford Local Plan adopted in 2005. The Core Strategy will set out the long term vision and objectives for the district including broad policies for steering and shaping development and identifying broad locations for new housing growth as well as defining areas which should be protected. The other two development plan documents (DPDs) the Council will be preparing on development control policies and site allocations will have to be consistent with the Core Strategy. The programme for the preparation of the Core Strategy and the other DPDs is set out in the Local Development Scheme which is available on the Council's website at www.uttlesford.gov.uk.

What Consultation has the Council carried out so far?

1.2 Consultation on the Core Strategy has to be in accordance with the Council's Statement of Community Involvement which was adopted in July 2006. A series of consultation events was held early in the process to identify the main issues facing the District and possible options for dealing with them. This included workshops, surveys and meetings involving a range of interests. The Council then published the Policy Choices and Options for Growth document in February 2007. The last formal stage of Consultation on the Core Strategy was the consultation on preferred options which took place between November 2007 and January 2008. A summary of comments received in response to this consultation is available on the Council's website. Significant numbers of objections were received about the preferred option for a new settlement to the north east of Elsenham and many people in their response asked questions about the proposed development. These questions are addressed in a separate document called the Comparative Sustainability Assessment. This is also available on the Council's website.

Why is the Council carrying out more Consultation?

1.3 To comply with regulations the next stage of formal consultation which the Council has to carry out on the Core Strategy is the pre-submission consultation. This will inform the Inspector appointed to check the soundness of the Core Strategy of any outstanding objections before the official examination into the plan takes place. The legislation discourages further changes between the pre-submission consultation and the examination so the Council needs to be satisfied that when it publishes the Core Strategy for the pre-submission consultation that it is as complete and sound as possible. The Council does not feel that it could move from the preferred options consultation to the pre-submission consultation without giving people a further opportunity to make comments because there are still a number of outstanding issues which need to be resolved including:

- Stansted Airport – what are the most likely scenarios and their impacts, how do these relate to other strategies, what is the evidence for the council's position and what is the most likely scenario on which to base the Core Strategy?

1 Introduction

- Options for 1,000 additional homes over and above the 3,000 at Elsenham - what does this mean for places and how do they perform in sustainability terms?
- Are the policies relevant to the Core Strategy i.e. are they strategic in nature, do they repeat national guidance, is there duplication between policies? Are any changes required in response to comments made at the preferred options consultation stage?
- Is the preferred approach still sound, taking into account up to date information, sustainability of approach against other alternatives and consultation responses?
- Do the key issues identified arise from the evidence ?
- Are there demonstrably clear links between the Core Strategy and the Sustainable Community Strategy (CSC)? - The Core Strategy should be the key delivery mechanism for the spatial aspects of the CSC.
- Are there any gaps in policy coverage? - strategy for getting around, retail strategy, detail on health and education provision have been mentioned as areas where further work is required.

1.4 Since the preferred options consultation and in response to the issues raised the Council has commissioned and carried out further study work including:

- Strategic Housing Market Assessment (SHMA)
- Strategic Housing Land Availability Assessment (SHLAA)
- Comparative Transport Analysis
- Comparative Sustainability Assessment
- Water Cycle Study (Stage 1- Scoping and Outline Study)
- Historic Settlement Character Assessment for Thaxted

1.5 Essex County Council has also published an Historic Environment Characterisation Report for Uttlesford and the Essex local authorities have jointly commissioned a Gypsy and Traveller Accommodation Assessment.

1.6 All the study work which the Council is using to develop the Core Strategy is listed in Appendix 1. It is available on the Council's website. Copies of this document together with the Comparative Sustainability Assessment, the Comparative Transport Analysis and the executive summary of the Water Cycle Study are available to look in the Council Offices in Saffron Walden, the Community Information Centre in Thaxted and our customer service desk at the Great Dunmow library. Copies are also available for reference only in the Libraries in Saffron Walden, Stansted Mountfitchet and Thaxted. Parish Councils also have copies.

1.7 The following chapters of this document look at each of the issues raised above:

- Options for delivering the balance of the housing growth
- Development Scenarios for Stansted Airport
- Implications for the Spatial Strategy
- Review of the Preferred Options Policies

Introduction 1

1.8 The Council would like your comments on the issues raised in this document. We have asked questions in each section of this document which we would particularly like your comments on. If you have any views or comments on any of the supporting studies or sustainability assessments which have been done please include these in any response you make.

How Can I Make My Comments?

You can make your comments in the following ways:

On-Line

The Council would prefer you to make your comments on-line if possible. This is the most efficient way for the Council to deal with your representation - it will significantly speed up the process of registering and considering your comments and make sure that what you want to say is captured in full.

The Council uses an on-line consultation system called Limehouse and there are a number of benefits in registering on Limehouse and responding on-line.

- You can enter your comments as you read through the document by using electronic links
- You can view comments made by other people once they have been classed as "duly made"
- If you are an agent you can make separate comments for each of your clients
- You can receive automatic e-mails informing you when new documents are available for consultation
- You can update your own contact details
- Reading and responding on line saves paper

To register on the online system please go to <http://consultation.limehouse.co.uk/uttlesford> or go to the Uttlesford website at www.uttlesford.gov.uk and follow the links.

If you have responded to previous consultations on the Core Stratgy either on line, by letter or e-mail you will have been registered on the Limehouse system. Please contact the planning policy team if you need a new password or have any other questions about logging onto the system. It would also be useful if you could take a few minutes to check that your contact details are correct and update them if they are not. If you have not previously given an e-mail address it would be useful if you could add this because this is the easiest and most cost effective way for the Council to contact you. The Council will use your contact details to keep you informed about further stages of consultation.

1 Introduction

Letter

If you would prefer to send a letter please make sure that you state clearly the parts of the document that you are supporting or objecting to, the reasons for your support/objection and what changes you would like to see. The letter should be sent to the address below or e-mailed to planning@uttlesford.gov.uk

The Planning Policy Team
Uttlesford District Council
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER

However you choose to make your comments to be considered "duly made" and included in reports of the consultation they must be received by Friday 9th April 2010

If you have any questions about the consultation please contact the Planning Policy Team on 01799 510461 or 01799 510454.

Options for delivering the balance of the housing requirement

2

Introduction

2.1 In meeting its housing requirement the Council has had to balance many issues. It is faced with the need to devise a housing strategy in a district which has limited Brownfield sites in need of regeneration; attractive countryside and farmland; no major centres of population but dispersed market towns and villages noted for their historic character and served by a poor public transport system; only one major employment centre at the airport with other employment in smaller companies on small industrial estates or individual premises; schools that are at capacity; waste water networks or treatment works which are at capacity.

2.2 In order to deliver the housing required in the District the Preferred Options Consultation, November 2007 detailed four options as to where 4,000 homes could be built.

- Option 1 - Saffron Walden, Great Dunmow and Stansted Mountfitchet
- Option 2 - Saffron Walden, Great Dunmow, Stansted Mountfitchet, Takeley, Newport. Elsenham, Thaxted and Great Chesterford.
- Option 3 - Similar to Option 2 but with less development in Takeley and more development at Elsenham
- Option 4 - A new settlement at Elsenham (3,000 homes) with limited development in other towns and villages.

2.3 Option 4 is the Council's preferred option. It includes a 3,000 home new settlement to the North East of Elsenham but the preferred options consultation did not explain in any detail where the rest of the housing required would be built except as a general guide that 750 new homes would be in the larger towns with 250 homes in the villages. This chapter explains why for the purposes of this consultation the new settlement to the North East of Elsenham is still considered as a key element of the housing strategy and what the options for delivering the remainder of the housing in Option 4 might be.

Question 1

Do you have a view on the Council's preferred option (Option 4)? Which option do you think is best in terms of finding sites for 4,000 homes in the district?

The Comparative Sustainability Assessment

2.4 In order to inform this consultation the Council has prepared a Comparative Sustainability Assessment (CSA) which looks at the issues above in more detail. The CSA is available on the Council's website and it specifically considers the new settlement element of the preferred housing strategy. The document links the sustainability work which had already been carried out for the Preferred Options consultation, the questions

2 Options for delivering the balance of the housing requirement

and concerns of residents and the evidence base and information provided by stakeholders to come to some conclusions about the sustainability and deliverability of the preferred option for a new settlement to the north east of Elsenham. It also compares this with the other options that were outlined in the preferred options consultation document, alternative new settlement proposals and a further option of distributing housing more widely through the District.

2.5 The comparison with other options looks at the sustainability appraisal carried out by White Young Green in more detail and assesses the likely impacts of moving away from the preferred option to an alternative. In addition to the four options which were subject to consultation in November 2007, and in order to make this assessment as comprehensive as possible the other new settlement options which have been submitted to the Council through previous consultations and in response to the Strategic Housing Land Availability Assessment (SHLAA) are also included. These are at Easton Park to the north west of Great Dunmow; Boxted Wood and Andrewsfield, two separate proposals to the east of Stebbing; Chelmer Mead, between Great Dunmow and Felsted; and land to the north east of Great Chesterford. In response to the Preferred Options Consultation there was some support for an option which spreads development throughout all villages in the district. Although this had already been considered and discounted because it performed less well than the other options in sustainability terms it is included in this analysis for comparison and is referred to as option 5.

2.6 Each option is scored against the sustainability objectives. This is to try and give each option a numerical score which might help in comparing options. A score of 2 means that this option is most likely to meet the objective. A score of 1 indicates that there are some issues with the option which would need to be overcome and options least likely to contribute to meeting the objective are given a score of 0. The scores are then added together to give an indication of which options are most likely to meet the sustainability objectives overall.

2.7 The CSA demonstrates that all five options may result in a potential loss of land, biodiversity and increased likelihood for pollution incidents during construction. The two latter aspects can be adequately managed if given suitable priority and attention throughout the course of the development.

2.8 Expansion of existing settlements, as proposed in options 1, 2 and 3 leads to a greater number of negative socio-economic and environmental impacts and highlights a difficulty in mitigating against these negative impacts. This is largely due to the problems of providing appropriate facilities and infrastructure i.e schools, primary health care, sports facilities etc that increased development demands in each existing settlement area.

2.9 Development of a new settlement alleviates this issue as it allows facilities and infrastructure to be designed into the development plan from the start. The new settlement option provides a practical solution to one of the key issues – that of making provision for secondary education. A number of existing settlements, namely Stansted Mountfitchet, Takeley, Great Dunmow, Little Dunmow/Felsted and Saffron Walden already have considerable development committed to them. A new settlement will provide greater protection to key aspects such as protecting the historic importance

Options for delivering the balance of the housing requirement

2

and the intrinsic character of the existing towns and villages. Option 4 is supported by key consultees like English Heritage and Natural England who consider that a new settlement is likely to offer the most sustainable option in terms of preserving the rural character of the district overall. In addition, all new development will need to incorporate renewable and low carbon technologies and a new settlement will benefit from economies of scale in incorporating this technology. Overall noise impacts are likely to be comparatively reduced under Option 4 as development in this option will take place away from immediate noise sensitive receptors.

2.10 Of the new settlement options the location to the north east of Elsenham has the benefit of being able to focus on Elsenham rail station and can be served by a frequent bus service to large settlements and the regional transport interchange at Stansted Airport. North East Elsenham and Great Chesterford are seen as having advantages over the other new settlement options because they are more closely linked to existing settlements with facilities including a railway station. These bring benefits where facilities can be shared whilst the settlement is being developed. Great Chesterford, is potentially less sustainable because it is unknown at this stage how the new settlement will relate to the existing village and could be separated by a landscape belt. This could bring environmental benefits but the increased distance from the existing village facilities could lead to increased car journeys. Great Chesterford is less sustainable than Elsenham in terms of secondary schooling because the school capacity in Saffron Walden is so limited and could not accommodate pupils in the period until a new secondary school opened.

2.11 The findings of the CSA therefore provides the justification to progress with the Core Strategy for further consultation with land to the north east of Elsenham as the key element of the housing strategy.

Question 2

Do you have any comments on the Comparative Sustainability Assessment?

2.12 The following sections update the housing requirement and look at options for the distribution of growth under option 4; to consider the implications of this for the various places and to check what the social, environmental and economic impacts of the various options being suggested might be.

Housing Requirement

2.13 The Regional Spatial Strategy (RSS), which is also known as the East of England Plan requires the Council, through the Core Strategy to provide for a minimum of 8000 homes between 2001 and 2021 and to plan for a continuous delivery of housing for at least 15 years from the date of adoption of the Core Strategy. Under the current Local Development Scheme (LDS) adoption of the Core Strategy is anticipated in 2011. The Council therefore needs to plan for enough housing for the period up to 2026. The table below shows that the Council needs to plan for a minimum of 10,150 homes.

2 Options for delivering the balance of the housing requirement

Housing Requirement		
Year		No of Homes
2001 - 2021		8000
2021 - 2026	Roll forward RSS at annual rate of 430 a year	2150
2001 - 2026	Total	10,150

Table 2.1 Housing Requirement

Housing Supply

2.14 Not all this housing will have to be found on new greenfield sites. Some sites have already been built or have planning permission. The Council expects that the 10,150 new homes required will be made up from the following sources:

- a. Homes which have already been built between 2001 and 2009
- b. Sites which have planning permission and selected sites from amongst those identified in the Strategic Housing Land Availability Assessment (SHLAA)
- c. A new settlement on land north east of Elsenham
- d. New allocations

a. Completed Homes

2.15 3006 homes were completed between 2001 and 2009 based on Essex County Council's annual residential land survey and reported in Uttlesford's Annual Monitoring Report.

b. Sites with planning permission and sites identified in the Strategic Housing Land Availability Assessment (SHLAA)

2.16 The Council considers that 3228 homes will be developed during the plan period. This source includes 2843 homes on large sites (sites of 12 or more homes) with outstanding planning permission on 31st March 2009, and sites identified in the SHLAA as being deliverable. Government guidance in Planning Policy Statement (PPS) 3 states that sites with planning permission can be included within supply calculations, providing the Council can demonstrate that sites can be developed and are likely to contribute to housing delivery within the period. This evidence is provided in the 2009 SHLAA, where potential sites have been assessed in terms of their suitability and deliverability and appropriate sites have been included.

2.17 In Saffron Walden existing commitments and sites identified in the SHLAA and considered deliverable within the policy framework of saved policies in the Uttlesford Local Plan adopted in 2005 would deliver 1473 homes and include Bell College, Friends School, Ashdon Road, Jossaumes Depot and the remainder of Kiln Court in Saffron Walden. In Great Dunmow, the sites include Woodlands Park and the development rear of the High Street (Eastern Sector); the former infants school at Rosemary Lane and land off Springfields.

Options for delivering the balance of the housing requirement

2

2.18 In the villages the sites total 1370 homes. In the key villages listed in Preferred Option Policy DC2 - Housing Strategy, there are no existing commitments in Great Chesterford. In Newport the former County Depot on Bury Water Lane is under construction. In Stansted Mountfitchet there is an existing commitment at Rochford Nurseries, and an identified site in High Lane which has an expired planning consent. In Takeley there is an existing commitment at Priors Green, and existing commitments in Thaxted are the developments at Bellrope Meadow and Weaverhead Lane. In addition there are commitments or identified sites at Oakwood Park, Little Dunmow and in Great Easton, Leaden Roding and Little Canfield. A list of all these sites can be found in Appendix 2.

2.19 In addition to these large sites, in April 2009 there was planning permission for 384 homes on small sites (less than 12 units). Although it is recognized that not all sites will be developed, historic completion rates show that there is an average completion rate of 93 homes a year on small sites. It is therefore a safe assumption that at least 384 homes will be built on small sites by 2026.

c. New Settlement on land north east of Elsenham

2.20 The Preferred Option identifies a development of 3000 homes.

d. New Allocations

2.21 Taking into account the above three components of supply new allocations of at least 916 homes are needed in order to meet the minimum requirement of 10,150 homes. The Council will therefore consider the distribution of 1000 homes.

The Options

2.22 The Preferred Options consultation document November 2007 proposed that the new allocations be distributed with 750 homes in the towns and 250 in the villages.

2.23 Saffron Walden and Great Dunmow are the two towns within the District. The preferred housing strategy (Policy DC2) includes the key villages of Great Chesterford, Newport, Stansted Mountfitchet, Thaxted, and Takeley. In addition to the key villages there are 18 villages with primary schools, of which half have a shop and a third an hourly bus service and the majority have a village hall and public house. The Preferred Strategy considers such villages are appropriate for limited growth as there would be rural sustainability benefits.

2.24 The Council has assessed the environmental, economic and social impacts of six options for distributing the 1000 additional homes. In relation to the towns the options are to divide the development equally between the two or direct the majority of development to one or the other of the towns. There are numerous combinations as to how 250 homes could be distributed between the five key villages and the 18 villages with services. This ranges from concentrating development in any one of the key villages to an even distribution across the key villages and allowing for very limited development in the other villages in all options.

2 Options for delivering the balance of the housing requirement

2.25 The six options being considered are:-

Option 4(i)

3000 NE of Elsenham

Concentrate 750 homes in Great Dunmow with minimal development in Saffron Walden.

160 homes dispersed through the key villages (average 30 homes per settlement)

90 homes dispersed through other villages

Option 4(ii)

3000 NE of Elsenham

Minimal development in Great Dunmow and concentrate 750 homes in Saffron Walden.

160 homes dispersed through the key villages (average 30 homes per settlement)

90 homes dispersed through other villages

Option 4(iii)

3000 NE of Elsenham

Split development equally with 375 homes in Great Dunmow and 375 homes in Saffron Walden.

160 homes dispersed through the key villages (average 30 homes per settlement)

90 homes dispersed through other villages

Option 4(iv)

3000 NE of Elsenham

Concentrate 750 homes in Great Dunmow with minimal development in Saffron Walden.

Concentrate development of 250 homes in any one of the key villages with minimal development in the other villages.

Option 4(v)

3000 NE of Elsenham

Minimal development in Great Dunmow and concentrate 750 homes in Saffron Walden.

Concentrate development of 250 homes in any one of the key villages with minimal development in the other villages.

Option 4(vi)

3000 NE of Elsenham

Split development equally with 375 homes in Great Dunmow and 375 homes in Saffron Walden.

Concentrate development of 250 homes in any one of the key villages with minimal development in the other villages.

Options for delivering the balance of the housing requirement

2

Sustainability Appraisal and Assessment of the Options

2.26 To determine the scale of development appropriate in the towns and key villages it is necessary to look at the degree to which each of the options achieves the sustainability appraisal objectives, the evidence of the Strategic Housing Land Availability Assessment (SHLAA) on deliverable and developable sites, the capacity of existing infrastructure and the Historic Settlement Character Assessment.

2.27 The six options have been assessed against the sustainability objectives for the LDF. The sustainability appraisal is available on the Council's website at www.uttlesford.go.uk. The overall conclusion from the Sustainability Appraisal is that options (i), (ii), and (iii) which distribute the development across the key villages help achieve more sustainability appraisal objectives than options (iv), (v) and (vi). This is because the impact on the Key Villages is minimised and the scale of development proposed at the villages is small enough to be absorbed by existing infrastructure and have minimal impact on the environment. Having development of up to 250 homes in a village would increase the impact on resources and the environment but not necessarily bring the benefits of infrastructure and facilities.

2.28 Objectives which seek the conservation of the historic environment and historic buildings favour option 4(i) directing development to Great Dunmow where development can take place with less impact on the historic character of the town than at Saffron Walden. Similarly the objective of improving school provision favours option 4(i) as Great Dunmow has more school capacity than Saffron Walden. In contrast, the objective of reducing waste and increasing recycling favours option 4(ii) as development in Saffron Walden would have easy access to the Civic Amenity Site. There are plans to have a civic amenity site in Great Dunmow, but the timing for this is uncertain. Option 4(iii) which has the widest distribution of all the options best helps meet the objectives of meeting the District's housing need, and reducing inequalities between areas. Options 4(iii) and 4(iv) which propose development in Saffron Walden and Great Dunmow best help meet the objectives of improving the vitality of the town centres. The objective of achieving energy conservation and minimising use of natural resources favours options (iv), (v) and (vi) because of the likely economies of scale in delivering the necessary technology.

Question 3

Do you have any comments on the Sustainability Appraisal of the six housing options?

2.29 The infrastructure capacity for the two towns and the key villages is set out below.

2 Options for delivering the balance of the housing requirement

Infrastructure	Great Dunmow	Saffron Walden
<p>Green Infrastructure</p> <ul style="list-style-type: none"> ● outdoor sports ● Children's play space ● Amenity Green space <p>Source: Green Space Strategy Audit 2006 (UDC)</p>	<p>Existing shortfall in outdoor sports and Children's play space. Town well served by amenity green space</p>	<p>Existing shortfall in all green infrastructures</p>
<p>Health</p> <p>Source: NHS West Essex</p>	<p>14 GP in 2 surgeries</p> <p>2 dental surgeries (incl 1 NHS)</p> <p>30-50 minutes public transport travel time to a major hospital</p>	<p>15 GP in 3 surgeries</p> <p>8 dental surgeries (incl 3 NHS)</p> <p>40 - 60 minutes public travel time to a major hospital.</p>
<p>Emergency Services</p>	<p>Police, fire and ambulance stations</p>	<p>Police, fire and ambulance stations</p>
<p>Education @ 2013 Forecast</p> <p>Source: Schools organisation Plan 2008-2013</p>	<p>Primary – 90 surplus</p> <p>Secondary –217 surplus</p>	<p>Primary – 177 surplus</p> <p>Secondary - -43 Deficit</p>
<p>Highways</p>	<p>No significant problems</p>	<p>3 Air Quality Management Areas</p> <ul style="list-style-type: none"> - junction of High St/ George Street - junction of High St/ Castle Street - junction of Thaxted Rd/ East Street/ Radwinter Rd

Options for delivering the balance of the housing requirement

2

Infrastructure	Great Dunmow	Saffron Walden
Waste and Utilities <ul style="list-style-type: none"> ● Recycling ● Water ● Sewage network Source: Water Cycle Study stage 1	Proposed Civic amenity site. Sufficient water supply to meet demand. Sewage network has adequate capacity to accommodate commitments. Development would require upgrades or new strategic sewers	Civic Amenity Site. Sufficient water supply to meet demand. Sewage network at capacity. Development would require extensive upgrades or new strategic sewers. Linear distance from south eastern side is approx 2km, new sewer may be longer dependant on route.
Wastewater Treatment Works (WwTW) Source: Water Cycle Study stage 1	WwTW at capacity and nearing discharge limit. Upgrade to WwTW proposed 2014/15 to accommodate existing allocations and scale of new development proposed under Option 4.	Process capacity unlikely to be an issue. Water quality of River Cam likely to be an issue

Table 2.2 Infrastructure Capacity of Towns

2 Options for delivering the balance of the housing requirement

Infrastructure	Great Chesterford	Newport	Stansted Mountfitchet	Takeley	Thaxted
<p>Green Infrastructure</p> <ul style="list-style-type: none"> ● outdoor sports ● Children's play space ● Amenity Green space <p>Source: Green Space Strategy Audit 2006 (UDC)</p>	<p>Well served with outdoor sports provision.</p> <p>Shortfall of children's play space and amenity space</p>	<p>Well served with outdoor sports provision.</p> <p>Shortfall of children's play space and amenity space</p>	<p>Existing shortfall in all green infrastructures.</p>	<p>Well served with outdoor sports provision.</p> <p>Shortfall of Children's play space and amenity space.</p>	<p>Existing shortfall in all green infrastructures.</p>
<p>Health</p> <p>Source: NHS West Essex</p>	<p>2 branch surgeries</p> <p>No dentist</p> <p>40-50 minutes public transport travel time to a major hospital</p>	<p>1 surgery of 5 GPs</p> <p>No dentist</p> <p>30-50 minutes public transport travel time to a major hospital</p>	<p>1 surgery of 5 GPs</p> <p>2 dental surgeries (incl 1 NHS)</p> <p>20-40 minute public transport travel time to a major hospital</p>	<p>No surgery</p> <p>1 dental surgery</p> <p>30-50 minutes public transport travel time to a major hospital</p>	<p>1 surgery of 6GPs</p> <p>1 dental surgery</p> <p>30-50 minutes public transport travel time to a major hospital</p>
<p>Emergency Services</p>	<p>None</p> <p>Served by Saffron Walden</p>	<p>Retained fire station</p> <p>Mobile police unit</p> <p>Otherwise served by Saffron Walden</p>	<p>Police and fire station within the village and ambulance station at M11 Junction.</p>	<p>Mobile police unit</p> <p>Otherwise served by Stansted and Great Dunmow</p>	<p>Mobile police unit</p> <p>Otherwise served by Saffron Walden and Great Dunmow</p>

Options for delivering the balance of the housing requirement

2

Infrastructure	Great Chesterford	Newport	Stansted Mountfitchet	Takeley	Thaxted
<p>Education @ 2013 Forecast Source: Schools Organisation Plan 2008-2013</p>	<p>Primary - Deficit of 13 places Secondary Saffron Walden County High School - Deficit of 43 places</p>	<p>Primary – Surplus of 34 places Secondary - Deficit of 1 place</p>	<p>Primary - Deficit of 35 places. Relocate and expand St Mary's School to Forest Hall Park (Rochford Nurseries) Secondary – Surplus of 36 places</p>	<p>Primary – Deficit of 143 places Relocation and expansion of school to Priors Green site. Secondary - Helena Romanes Surplus of 217 spaces</p>	<p>Primary – Deficit of 11 places Secondary Helena Romanes - 217 surplus Saffron Walden County High School - deficit of 43 places.</p>
Highways	No major issues	No major issues	Local transport network affected by airport traffic.	No major issues	No major issues
<p>Waste and Utilities</p> <ul style="list-style-type: none"> ● Recycling ● Water ● Sewage network <p>Source: Water Cycle Study stage 1</p>	<p>Saffron Walden civic amenity site and village recycling point Sufficient water supply to meet demand.</p>	<p>Saffron Walden civic amenity site and village recycling point Sufficient water supply to meet demand.</p>	<p>Sufficient water supply to meet demand. Capacity for limited development with minimal localized upgrades</p>	<p>Sufficient water supply to meet demand. Rising main may need up-sizing</p>	<p>Saffron Walden civic amenity site and village recycling point Sufficient water supply to meet demand. No additional capacity</p>

2 Options for delivering the balance of the housing requirement

Infrastructure	Great Chesterford	Newport	Stansted Mountfitchet	Takeley	Thaxted
Wastewater Treatment Works (WwTW) Source: Water Cycle Study stage 1	No capacity except for very small scale development	Limited capacity. Upgrade costs could be prohibitive if development located some distance from WwTW	Upgrade of Stansted WwTW required to accommodate development at Eisenham.	Sufficient capacity	Consent for additional capacity being applied for.

Table 2.3 Infrastructure Capacity of Key Villages

Options for delivering the balance of the housing requirement

2

2.30 The problems of placing significant development in Saffron Walden are the pressures it would place on existing green infrastructure, the secondary school, primary care, the impact on the road network/air quality and the work required to the sewage network. In relation to the sewage network, potential development sites are located primarily towards the east of the town away from the existing Waste water Treatment Works (WwTW) on the west which will increase the cost of upgrading the network. Any development in Saffron Walden should provide additional green infrastructure, a new health centre, mitigate against the impact of the additional traffic through the town, upgrade the sewage network and provide enough children's play space to meet the needs of the development. It is not certain that providing these improvements would make a development of up to 750 homes viable. In any event the scale of development is significantly short of the 3,000 homes which would make a new secondary school viable.

2.31 Fewer problems exist by placing the development in Great Dunmow. There is currently spare capacity in local primary and secondary schools. The town is well connected to the primary road network and will benefit from the north west bypass when opened. Anglia Water Services are already proposing to upgrade the Waste Water Treatment Works in 2014/15 sufficient to accommodate the existing allocations and the scale of new development proposed under Option 4. The development would generate the need for additional health care services including the land and buildings to accommodate them.

2.32 The above assessment of the sustainability objectives and infrastructure therefore indicates that Great Dunmow is better placed to accommodate the majority of the 750 homes but Saffron Walden is the largest settlement in the District providing employment, retail and leisure services so it is appropriate that it should accommodate a proportion of the housing requirement.

2.33 Significant development in any of the villages is constrained by the infrastructure mainly school capacity and sewage network capacity so it is not appropriate to consider developing all 250 homes within one or two villages. The preferred option is to have a scale of development within the villages which is small enough so that it can be accommodated by the existing infrastructure.

The Preferred Option

2.34 Taking the above issues into account a slight variation of Option 4(iii) is the Council's preferred option with 500 homes to be developed in Great Dunmow and 250 in Saffron Walden. This option has been assessed against the sustainability objectives and does not raise any new comments to those made in relation to Option 4(vi) splitting the development equally between Great Dunmow and Saffron Walden - 375 homes in each town.

2 Options for delivering the balance of the housing requirement

How the Preferred Option could be delivered

Development in Great Dunmow

2.35 Within the town the SHLAA identifies Brownfield sites which could deliver about 30 homes so the majority of the allocation would need to be found on Greenfield sites on the edge of the town. Larger developable sites are located on the southern edge of Dunmow between Chelmsford Road and Ongar Road; on the western edge of the town between the B1256 and Flitch Way; or on the eastern edge between Braintree Road and the B1256.

Development at Saffron Walden

2.36 The SHLAA identified sites suitable to accommodate 250 homes on the eastern edge of Saffron Walden with a Brownfield site north of Ashdon Road, and Greenfield sites either side of Thaxted Road.

Development at Great Chesterford

2.37 There are two potential sites identified by the SHLAA at Great Chesterford either land south of Four Acres or the garden nursery south of London Road, each of which could accommodate a minimum of 30 homes.

Development at Newport

2.38 The SHLAA identified a number of deliverable sites in the village, each of which could accommodate a minimum of 50 homes. The areas are land south of the Frambury Lane and east of the primary school; land west of School Lane; and land north of Bury Water lane, either east or west of Whiteditch Lane. In addition there is a small site of about 11 units east of Cambridge Road which is considered deliverable.

Development at Stansted Mountfitchet

2.39 The SHLAA identified a number of sites within the built up area of the village. There is employment land to the east of the village just west of High Lane and there is another employment site at Bentfield Road to the west of the site. There are also commercial sites east of Cambridge Road. Each of these sites could provide a minimum of 10 dwellings however the availability of some of the sites is uncertain. The only Greenfield site identified by the SHLAA as being deliverable is land north of the Catholic Church High Lane which could provide a minimum of 32 units.

Development at Takeley

2.40 The SHLAA identified a number of sites between the B1256 and the Flitch Way which either individually or together could be developed to accommodate 30 homes. There are also deliverable sites on the edge of the village either to the east of the village north of the B1256 or west of the village, North West of Takeley crossroads.

Options for delivering the balance of the housing requirement

2

Development at Thaxted

2.41 Development potential at Thaxted is restricted by aircraft noise. The SHLAA identified a number of deliverable and developable sites. Within the village there is a Brownfield site towards the southern edge of the village. Other sites are Greenfield sites located on the eastern edge of the village along Bardfield Road or off Barnards Fields. Individually sites could provide from 16 to 46 homes.

Development in other villages

2.42 With a total of 160 homes being provided across the key villages this leaves 90 homes to be provided in the smaller villages. Across the 18 villages with primary schools this averages out at 5 homes per village. The evidence from Community Led Plans (Parish Plans and Village Design Statements) is that the scale of development considered appropriate by village residents is either through infilling or the development of small groups of 3-10 homes. The Council considers that such development can contribute to the sustainability of the village without detrimental impact on the infrastructure. The scale and location of development in these villages will be determined through the Development Control Development Plan Document.

2.43 How this preferred option fits into the housing strategy for the district is set out in more detail in Chapter 9 - Housing Strategy

Question 4

Do you have any comments on the housing locations identified above. Do you think the housing numbers are about right for each of the towns and villages? If not, what do you think the scale of development should be and do you think any alternative should be included?

3 Development Scenarios for Stansted Airport

The Potential Scenarios

3.1 The Council considers that there are three principal scenarios for Stansted Airport. These scenarios are:

1. Throughput broadly in the range of 20-25 million passengers per annum (mppa). This represents a no growth scenario. Passenger throughput peaked at 24 mppa in the 12 months ending October 2007 and since then has fallen back to just over 20 mppa.
2. Implementation of the G1 planning permission with throughput rising to 35 mppa during the plan period.
3. Implementation of BAA's G2 proposals with throughput rising to 68 mppa during the plan period.

3.2 In order to establish which is the most realistic scenario for the Core Strategy the Council has undertaken a sustainability appraisal and taken into account the most recent passenger traffic forecasts.

Sustainability Appraisal

3.3 Three Scenarios have been assessed against the Sustainability Objectives for the LDF. The draft sustainability appraisal is available on the council's website at www.uttlesford.gov.uk and the Council would welcome any comments you might have on it. The sustainability appraisal shows that Scenario 1 (throughput remaining below 25 mppa) performs best in terms of the sustainability objectives, followed by Scenario 2 (implementation of G1). Scenario 3 (implementation of G2) performs poorly, particularly because of the direct impacts from the land take associated with the 442ha extension of the airport and the cut and fill operation to create the second runway, taxiway system, new terminal and associated aircraft stands, and noise impacts associated with an increase in total aircraft movements from 207k in 2006 to 495k in 2030.

Passenger Traffic Forecasts

3.4 In 2009 the Department for Transport (DfT) published a new set of passenger traffic forecasts at the same time as it announced confirmation of its policy to support a third runway at Heathrow. These forecasts represented a material reduction in overall air passenger demand in 2030 from forecasts issued in 2007 and those published in December 2003 at the time of the Airport White Paper.

3.5 The set of forecasts included low, central and base cases. The forecast central case demand for the London Area is now 35 mppa lower than in 2003 and 25 mppa lower than the DfT 2007 forecasts, almost the capacity of a single runway. The 2009 forecasts also included a sensitivity test using 2008 gross domestic product (GDP) forecasts, which reduced the central case forecasts for 2030 by a further 30 mppa. Another sensitivity test assuming that aviation entered the EU Emissions trading scheme in 2012 and the retention of Air Passenger Duty reduced the central case forecast by a further 17 mppa. Stansted passenger demand in 2030 is revised downwards in the DfT central forecasts from 70 mppa to 55 mppa. It is significant that 15 mppa of the 25

Development Scenarios for Stansted Airport 3

mppa reduction from the London Area is at Stansted. This is due to the dominance of low cost carriers and discretionary leisure travellers in its market mix. Because of uncertainties as to whether even the DfT 2009 forecasts have fully taken into account changed circumstances as illustrated by the impact of its sensitivity tests, a single runway airport at Stansted is likely to have sufficient capacity to last well beyond 2020.

3.6 Reduced demand forecasts for 2030 at a level not greatly in excess of the full use of the existing runway are also likely to adversely affect private sector investment decisions on a second runway at Stansted even if that were to attract continued support in Government policy and planning permission were to be secured. The future ownership of Stansted is also uncertain as a consequence of the Competition Commission's requirement that BAA sell off Gatwick and Stansted and the implications of BAA's successful appeal to the Competition Appeals Tribunal before a final decision by the Competition Commission. A new owner of Stansted is more likely to seek to extract as much value as possible from full use of the existing runway than risk investment in the next 5 years on capacity for which there may be weak demand. Airline users are much more likely to be attracted to additional runway capacity at Heathrow than Stansted.

Conclusions

3.7 The poor performance of G2 against the LDF sustainability objectives and reduced demand forecasts as the context for a private sector investment decision combine to indicate that the G2 scenario should not be assumed as the basis for the core strategy. Notwithstanding Scenario 1's performance against the sustainability objectives, revised demand forecasts suggest that the G1 permission will be implemented. The economic recession is assumed to stabilise in 2011 with limited growth in the range between 0 and 1%, and stronger GDP growth expected to resume in 2012. Related increases in the number of air passengers will be from a relatively low base (the moving annual total as at September 2009 was 20.2 mppa) and therefore implementation date and achievement of 35 mppa throughput will be delayed, but G1 delivery still represents the most appropriate assumption for the LDF.

Question 5

What are your views on the scenarios for development at the airport. Do you agree that scenario 2 represents the most realistic scenario? If not please say what your preference would be and why.

4 Implications for the Spatial Strategy

What is the Spatial Strategy?

4.1 The spatial strategy sets out broadly what the implementation of the Core Strategy will mean for the various places in the district. This section updates and develops the spatial strategy set out in the Preferred Options document and explains how the district would develop if the preferred option for delivering the housing set out in Chapter 2 and the likely scenario for the development of Stansted Airport are carried forward. The Council will review the spatial strategy again when it has considered the comments received in response to this consultation.

The Emerging Spatial Strategy

4.2 Uttlesford is predominantly a rural district. There are two market towns – Saffron Walden which is the largest settlement in the district to the north and Great Dunmow to the south. Stansted Airport with its regional transport interchange is in the south west of the district. Within the rural area surrounding these main centres there are seven key villages which serve their rural hinterland and a series of smaller villages, hamlets and isolated farms and houses.

4.3 Saffron Walden is within the Cambridge Sub-region, identified in the Regional Spatial Strategy (RSS). The regional strategy for the market towns within this sub-region is to protect and enhance their character and setting. The focus should be on development in locations with good public transport which contributes to the social and economic needs of the community. Land in the market towns should be identified for employment where this would improve the local balance of jobs and homes and diversify and strengthen the the economies of the towns. Saffron Walden acts as a hub for public bus transport. Rail access is via Audley End station, located 2 miles outside the town. Saffron Walden provides secondary and primary schooling, a range of retail facilities, employment leisure and health services. The town centre is of the highest environmental quality, still retaining the medieval street patterns with pleasant shopping streets, open spaces and numerous historic buildings. The strategy is to maintain and where possible enhance these historic features and to make sure new development creates a safe, inclusive and accessible environment. Saffron Walden's function as the main retail centre is to be maintained and where possible enhanced. Because the services and facilities, particularly the secondary school are at capacity and there is poor air quality at key road junctions opportunities for new residential development are limited. The Historic Settlement Character Assessment shows that apart from opportunities to the east of Thaxted Road on the southern approach to the town new development is likely to have a detrimental impact on the historic core and the landscape setting so new sites for housing will be focused in this area. Land for offices, research and development and light industrial premises will be identified to support the RSS objectives.

4.4 Great Dunmow has a range of local services. It has no railway station but has bus connections to Stansted Airport which is a regional interchange centre for bus, coach and train services. It provides primary and secondary schooling and retail, employment and leisure and health services. The primary schools are nearing capacity but there is some capacity at the secondary school. The town centre is attractive with numerous historic buildings. Dunmow has a more limited retail offer than Saffron Walden,

Implications for the Spatial Strategy 4

some new retail floorspace is being provided and it is important to support what is available because it is the main retail centre for those villages in the south of the district. A number of industrial estates help to provide a range of local employment opportunities and this will be increased by some additional general industrial and warehousing floorspace. New sites for residential development will be allocated to the south and west of the town.

4.5 Key Villages - these are Elsenham, Great Chesterford, Hatfield Heath, Newport, Stansted Mountfitchet, Thaxted and Takeley. Existing facilities in these centres are limited to basic shopping, GP services, primary education, pubs, community halls and hourly or two hourly public bus transport to towns and Stansted Airport. Elsenham, Great Chesterford and Newport have railway stations. Elsenham has been identified as a location for substantial new growth (see below) Hatfield Heath is surrounded by Green Belt, if consultation confirms that a green belt review is not needed no additional development will be proposed here. Stansted Mountfitchet is also constrained to the south by the Green Belt. A large development to the south of the village is currently underway capacity for new development is limited to the north of the village. Great Chesterford, Newport, and Thaxted have some local employment. Great Chesterford and Newport have access to rail. The quality of the built environment in these settlements is very high. Thaxted, in particular is an important tourist draw and the need to maintain and where possible enhance this quality is paramount. Limited additional development is proposed in these centres.

4.6 Rural Settlements – in the rural areas outside the airport, the market towns and the key service areas there are a large number of smaller villages, hamlets and isolated houses. The strategy is to preserve, conserve and enhance the local distinctiveness and historic character of these rural settlements and to retain the separation between them. Some villages have a primary school and most have a community hall and pub but generally within this wider rural area there are limited employment opportunities and services and transport links are poor so it is important to support existing rural services where these exist. The villages contain a wealth of historic buildings, visually important open spaces and trees.

4.7 New Settlement North East of Elsenham - Because of the constraints identified in the existing settlements in Uttlesford, the chief focus for growth in the District will be the creation of a new market town based on the expansion of the key service centre at Elsenham. The detailed policy framework for the development will be included in the Site Allocations DPD and the extent of the development site will be shown on the accompanying proposals map.

4.8 The intention is that the existing village which has only limited facilities including a railway station, primary school and some shops will expand to become a market town with a full range of shops, schools and services to serve the day to day needs of the new population and also to offer the existing residents new opportunities to access services and facilities.

4.9 The existing village will be expanded by the addition of approx 3,000 new homes. If the current policy of 40% is maintained 1,200 of these homes will be affordable. The homes will be provided in a mix of house types and sizes. Local employment will be

4 Implications for the Spatial Strategy

provided within the new development with new employment floorspace providing a mix of jobs with offices and light and general industrial floorspace. Other jobs will be provided in the services within the development e.g. health centre, schools, shops etc

4.10 In addition to housing and employment the development will also include two new primary schools and provision for secondary school education will need to be made along with other community facilities including a foodstore and other town centre uses, library, health centre, place of worship, community hall, sports centre, allotments, outdoor playspace and playing fields and formal and informal open space,

4.11 The development will be expected to meet the highest standards in terms of design, water and energy efficiency and waste disposal. Electricity, gas and other utilities will need to be provided. Existing provision of police, ambulance and fire services will need to be extended to serve the new development.

4.12 From the study work which has been carried out so far the key constraints on the site are the road infrastructure and sewage water disposal. The site has the advantage of access to a railway station and this needs to be the focus of an integrated public transport system which will serve the new development and also link into to nearby centres like Bishop's Stortford, Stansted Mountfitchet and Stansted Airport. The development needs to be well served by pedestrian and cycle routes which link the housing areas to the town centre and the key facilities like the schools. Traffic management measures will be needed to prevent through traffic in Stansted Mountfitchet. The Stage 1, scoping and outline Water Cycle Study has identified significant constraints in relation to sewage disposal - a detailed water cycle study will be required to demonstrate that the limitations of the site can be overcome.

4.13 English Heritage, among others have identified that another key constraints on the site could be the impact on the historic settlement of Henham. An area of land will be identified as a green wedge between the new settlement and Henham to protect the character and identity of Henham. This area will remain open but will have other functions e.g. to provide new habitats to increase biodiversity, to accommodate sustainable drainage facilities and also provide the opportunity for local food production in orchards/allotments etc.

4.14 Following this consultation a detailed infrastructure plan will be drawn up before the next stage of consultation to show how the necessary infrastructure and services will be funded and delivered including a phasing plan.

4.15 Stansted Airport currently covers an area of 955ha. The future growth programme is set out in the government's Air Transport White Paper published in 2003. This supports the development of a second runway. The RSS says that the development of Stansted Airport should be informed by the White Paper. The Council is opposed to growth at the airport and the development of a second runway but different scenarios for growth of the airport have been tested (see Chapter 3 above) and Council believes that the implementation of the G1 permission granted on appeal in 2008 for the increased use of the existing runway to 35 million passengers per annum represents the most likely scenario for growth at the airport during the plan period.

Implications for the Spatial Strategy 4

4.16 The Countryside - Outside the areas identified for development the strategy is to protect the countryside for its own sake, its value for agricultural production and its biodiversity. The Green Belt will be firmly safeguarded to retain a belt of countryside between Harlow, Bishops Stortford, Stansted Mountfitchet and Stansted Airport. The preferred strategy is to maintain the currently adopted boundary but this is subject to consultation in this document (see Chapter 11). The Countryside Protection Zone is a local designation that was introduced to retain a belt of countryside around the airport that will not be eroded by development within it and the Council is proposing that the current boundary is retained.

Question 6

Do you have any comments on the emerging spatial strategy?

5 Review of the Preferred Options Policies

The Context for the Policy Review

5.1 The sections which follow look at the wording of the policies from the Preferred Options document published in November 2007 and consider the justification both for having a policy and the wording of the particular policy by looking at the national, regional and local context for the policy and the consultation responses. Possible alternative approaches are also presented where relevant.

5.2 For some of the policies there are still outstanding issues which the Council would like your views on before it moves forward. For other policies the Council thinks it has enough information to make a recommendation on how the policy might be changed. Some explanatory text is included to support the policy. Although this is quite detailed for the preferred options stage of the Core Strategy a number of representations to the previous consultation said that it was not clear how the policy would work or that there was not enough evidence to support the policy. The text is included because it helps to explain more about the background to the policies and how they will be implemented. The Council would welcome your comments on the proposed changes.

5.3 A sustainability appraisal has been carried out to accompany the policy review. The full appraisal is available on the Council's website and the conclusions are included in the relevant sections below.

5.4 The policies in the Core Strategy need to be able to deliver the vision for the district to 2021. The vision and the objectives which support it have already been arrived at through previous stages of consultation and are set out below as they appear in the preferred options consultation document.

The District Vision

By 2021

Uttlesford will enjoy a sustainably high quality of life in which the benefits of the unique character of the district are equally available to all residents, workers and visitors.

- Facilities will exist for companies to grow in Uttlesford
- There will be convenient, comfortable, safe and affordable alternatives to private transport whether by bus or rail serving the settlements of Elsenham/Henham, Great Dunmow, Great Chesterford, Newport, Saffron Walden, Stansted Mountfitchet, Takeley and Thaxted and the regional interchange centre of Stansted Airport.
- A network of footpaths and cycleways will exist throughout the District.
- The houses and facilities people need will be available and affordable locally
- New housing developments have been concentrated on relatively few sites, to enable the provision of the maximum level of public service in infrastructure.
- Our countryside, its habitats, agricultural, cultural and visual qualities will be protected and accessible to all.
- The local distinctiveness and historic character of our towns and villages will be preserved and enhanced and they will continue to be separate entities with green space between them.

Review of the Preferred Options Policies 5

- The district's high quality natural and historic environment and richness in biodiversity will have been maintained and environments requiring improvement will have been enhanced.
- The vitality and viability of our towns will have been maintained and enhanced and they will be safe, clean and attractive places.
- All development will be as close to carbon neutral as possible.
- Water supplies and demand will have been managed to a sustainable balance.
- The impact of Stansted Airport will have been minimised so that its presence is recognised as an asset to the district which attracts people to live, work and visit.
- There will be accessible, high quality health services and effective promotion of healthy living will mean that healthy lifestyles are available to all.

The Council is not suggesting any changes to the vision in this consultation.

Objectives

1. Employment Growth

To support a local economy which retains and encourages growth of existing and new employers by providing enough land and premises of the right type and in sustainable locations that will meet the anticipated needs and aspirations of businesses.

2. Employment Opportunities Related to the Airport

To provide opportunities for catalytic employment growth related to the airport

3. Reducing Car Travel

To reduce the need to travel by car, promoting realistic alternatives to the car and locating new development so that journeys can be reduced and residents and employees can access public transport but recognising the continuing role that the car has in meeting transport and accessibility needs in this rural area.

4. Walking and Cycling

To protect and improve existing cycle routes and footpaths. To provide new routes as part of new development which will improve network connectivity making it easier for people to walk and cycle.

5. Meeting Housing Needs

To meet the housing requirement for Uttlesford as set out in the East of England Plan and to make sure that the housing being provided creates balanced communities and meets local housing needs in terms of type and tenure including affordable and special needs housing.

6. Infrastructure

To plan for provision of infrastructure that will allow people to access social, educational, health, employment, recreational, green space and cultural facilities within the district.

5 Review of the Preferred Options Policies

7. Metropolitan Green Belt

To maintain and protect the Metropolitan Green Belt by only allowing building in the most exceptional circumstances.

8. District Character

To preserve, conserve and where possible, enhance the locally distinctive and historic character of the market towns and rural settlements and their settings within Uttlesford and to retain the separation between settlements.

9. Landscape Character

To protect, conserve and where possible enhance the varied landscape character within Uttlesford reflecting landscape sensitivity and promoting local distinctiveness and an understanding of the historic significance of landscape features.

10. Protecting the Environment

To protect and enhance the natural environment, including its biodiversity and the historic environment through positive improvement.

11. Function of the Market Towns

To support high quality new development and improvements to the public realm that respects, preserves and enhances the historic nature of the town centres of Saffron Walden and Great Dunmow and supports their function as important local retail centres within the District.

12. Use of Natural Resources

To reduce the use of resources, including water, to the lowest practical minimum in the construction, operation and eventual disposal of developments.

13. Reducing Emissions

To minimise greenhouse gas emissions by encouraging the supply and use of renewable energy and low carbon technologies.

14. Reducing Flood Risk

Allocate sites and control development to avoid flood risk to people and property.

15. Stansted Airport

The Core Strategy as a whole will need to be sufficiently robust to accommodate the uncertainty surrounding the level of airport development by 2021, whether the current movement and passenger caps remain in place, the government permits full use of the runway or a second runway is permitted and passenger throughput increases to 68 million passengers a year.

Review of the Preferred Options Policies 5

16. Access to the Airport

The maximum number of journeys to and from the airport by air passengers and workers will be made by public transport. Appropriate surface access infrastructure and service capacity will be provided to meet airport related demand without impacting on capacity to meet the demands of other network users.

17. Air Noise, Ground Noise and Air Quality

The Council will seek to minimise the impact of air noise, ground noise and air quality on the health and amenity of local communities and the historic environment.

18. Hatfield Forest

The Council will seek to minimise the impact of poor air quality on local biodiversity in particular on Hatfield Forest National Nature Reserve and Sites of Special Scientific Interest.

19. Impact on Communities

The Council will seek to maintain the cohesion of rural communities particularly affected by the airport.

20. Health and Well Being

To support the well being of Uttlesford residents by delivering safe, attractive and healthy places to live and making sure enough health facilities and other community facilities e.g. for sport are provided to meet current needs and the additional requirements arising from any new development.

Proposed Changes to the Objectives

5.5 The Council is suggesting that as a result of the work on the development scenarios for Stansted Airport in Chapter 3 above that objective 15 should be changed to reflect the updated work. This proposed change has no adverse impacts on the sustainability objectives - full use of the existing runway has clear benefits over a two runway airport scenario in terms of noise and impact on the countryside.

Suggested change to Objective 15 - Stansted Airport

The Core Strategy as a whole will need to be sufficiently robust to accommodate development at the airport which equates to full use of the existing runway at around 35 million passengers a year.

5 Review of the Preferred Options Policies

Question 7

Is this amended objective appropriate in the light of the discussion in Chapter 3 about the different possible scenarios for growth at the airport.

Employment Strategy 6

Policy in Preferred Options Consultation

E 1 - Employment Strategy

New and existing employment will be supported by:

- Safeguarding land within Stansted Airport for operational and directly associated airport employment as set out in the RSS.
- Safeguarding existing employment sites where they remain appropriate in sustainability terms.
- Supporting alternative work practices which reduce the need to travel, including working from home
- Identifying 25ha of additional employment land in site allocations DPDs in the following locations;
 - Allocating land in DPDs at Saffron Walden for B1 development.
 - Allocating land in DPDs for B2/B8 industrial/warehousing close to the M11 and Stansted
 - Allocating land in DPDs for B1 research and development in the Cambridge Sub-Region
 - Allowing the relocation and growth of firms to take place on sites beyond development limits. Sites will need to be justified and assessed against sustainable policy criteria set out in other DPDs

Policy Sources	
National Guidance	PPS4 – Planning for Sustainable Economic Growth
East of England Plan	Policy E1 - Job Growth Policy E2 - Provision of Land for Employment Policy CSR2 - Employment Generating Development
Uttlesford Local Plan	Policy E1 - Distribution of Employment Land Policy E2 - Safeguarding Employment Land Policy E5 - Re-use of Rural Buildings

6 Employment Strategy

Policy Sources	
Sustainable Community Strategy	<p>Key Issues identified include high levels of out-commuting with the need to retain local employment and support homeworking. Some businesses expressing problems expanding in the district, equality and diversity issues resulting from the rural location and limited transport and problems recruiting due to the high housing costs.</p> <p>Priorities for Developing Business are:</p> <ul style="list-style-type: none"> • Developing high value jobs in small businesses • Reduced Carbon footprint of local businesses • Reduce pockets of deprivation, poverty and low economic activity • Raise the benefits of local tourism
Relevant Studies	<p>Uttlesford Employment Land Study - PACEC, March 2006 Employer and Business Survey 2009 - Conducted by CN Research on behalf of the Uttlesford Local Strategic Partnership</p>

Table 6.1 Employment Strategy

Summary of Responses to the Preferred Options Consultation

6.1 Land should be broken down by sector. More emphasis on employment of people with disabilities/mental health/learning difficulties. The Employment Strategy should recognise the potential benefits of the development of a business hub at Stansted Airport as a focus for world class business investment. Should identify additional sites and land outside of the airport boundary to provide for firms and businesses that could provide airport-related employment opportunities. Great Dunmow should be identified as a location for the allocation of employment land in future site allocations DPDs and the policy should allow for dispersed development in other settlements such as Newport. Concerns about the policy allowing the relocation and growth of firms to take place beyond development limits. Policy omits reference to the preferred strategy and should allocate up to 12 hectares of land in DPDs for B1 and B2 uses as part of the new settlement on land north-east of Elsenham. The Strategy should refer to the need for regular monitoring and review of employment allocations to ensure that a suitable supply of employment sites is maintained at all times. When safeguarding the most sustainable sites the Council must make sure that any retention is the most appropriate in sustainable terms having regard to the planning considerations including those relating to layout, design, highways etc. ECC Spatial Planning request travel plans be undertaken on a site and area basis and suggest that sustainable transport solutions should be developed, for example staff shuttle minibuses. Highways Agency say access to the highway network should be a consideration when delivering suitable employment sites. Objections from developers/landowners requesting their sites be identified.

Employment Strategy 6

Comments, Suggested Action and Questions

6.2 The sections below look at each of the elements of the Employment Strategy set out in the Preferred Options Policy.

Stansted Airport

6.3 In relation to issues and options relating to Stansted Airport these are discussed in chapter 3 of this document. Based on the Council's preferred scenario of full use of the existing runway land within the airport will continue to be safeguarded for operational and directly associated airport employment.

Safeguarding Existing Employment Sites

6.4 The preferred options policy suggests that existing employment sites will continue to be safeguarded where they remain appropriate in sustainability terms and assessment work is currently being done to see how the sites perform against each other in terms of a range of sustainability criteria including access to the highway network. It is clear in relation to some sites that are allocated in the current plan for employment use that there will continue to be pressure for alternative uses usually housing and while this remains the case they are unlikely to be developed for employment use. These sites include brownfield sites which have previously been in employment use like the Willis Gambier Site, Radwinter Road, Saffron Walden and greenfield allocations which have not come forward like the Great Dunmow Business Park in Great Dunmow.

6.5 There are a number of options for dealing with this issue. The Council could continue to safeguard sites like these for employment use but national guidance is clear that allocations should not be carried forward from one plan to another without some realistic prospect that they will be delivered. If they do not come forward then objectives to support local employment may not be met. An alternative would be to release the sites for other uses in their entirety with any shortfall in the employment land requirement being made up elsewhere. The impacts of this are less certain. A compromise would be to release part of the site for an alternative use such as housing but to retain part of the site for employment. This could potentially restrict the type of employment use because of noise and other potential impacts on homes in close proximity but mitigation would be possible and there could be some potential to secure development funding to create serviced employment sites which would meet other objectives.

Question 8

Do you think the Council should maintain existing employment sites? Do you support the use of employment land for housing? For the larger sites it would be possible to have a mixture of employment as long as the employment was not noisy or polluting. Do you think this would work?

6 Employment Strategy

Supporting Alternative Work Practices

6.6 The Council is not proposing any change to this element of the proposed employment strategy.

Identifying Additional Employment Land

6.7 In relation to allocating new sites the Council is carrying out additional study work to check that the requirements in the PACEC study which was carried out in 2006 remain valid and also to identify requirements for each of the key employment sectors.

6.8 One of the Core Strategy vision statements is that facilities will exist for companies to grow in Uttlesford. Most existing business in Uttlesford tend to be fairly small – 73.14% of local business units employ 0-4 people (ONS 2008). There is generally a shortage of small scale premises for small businesses and rents are increasing as a result of the demand. Firms have also expressed concerns that opportunities for expansion of a successful business are limited because suitable premises would be difficult to find within the district. In response to this the Council suggested an approach in the preferred options consultation which would allow firms to expand onto unallocated greenfield sites where the proposal meets certain criteria to be set out in the development control DPD. However this proposal has attracted some objections and it could also be contrary to advice in the new PPS 4 which seeks to direct employment to existing centres.

6.9 An alternative approach would be to allocate suitable sites - this would give greater certainty and allocating sites in the main centres has the potential to reduce car journeys to work but there would be a risk that the identified sites might not be taken up if they do not meet the needs of the business. A second alternative might be to acknowledge that Uttlesford can only support firms on allocated employment sites and other sites which comply with existing policies e.g conversion of rural buildings and that because of the rural nature of the district it might not be possible to meet all needs within the district. If firms relocate outside the district there is the potential to avoid sensitive areas but the loss of established firms could have detrimental impacts in terms of loss of opportunities for young people to participate in training programmes, it could also have a detrimental impact on the rural economy and the vitality of town centres and result in longer travel to work journeys which are likely to be made by car.

Question 9

Do you think the Council should keep provisions in the policy to allow new employment sites on greenfield sites in certain circumstances? Are there any other measures which the Council could use to support firms to grow within the District?

Additional Issues

6.10 The Council considers that there are two key elements missing from the employment strategy which should be added.

Employment Strategy 6

6.11 There is currently no reference in the preferred options document to explain how the new settlement proposed to the North East of Elsenham will fit into the employment strategy. In order for the development to be sustainable it must provide local employment opportunities for residents. Some jobs will be provided in the service sector e.g in the schools, shops etc. The developers are also proposing up to 39,000m² of new employment floorspace for offices B1(a), and light B1(b) and general industry (B2) within the development. Employment land should be provided within the new settlement because this will encourage walking and cycling and could provide local training and job opportunities, particularly for young people. An additional bullet point should be added to the policy to include provision of employment land in the new settlement at Elsenham as part of the Employment Strategy. The review of the employment land study will identify the appropriate scale and type of employment land required within the new settlement.

6.12 In order to be consistent with national guidance the text and policy outlining the employment strategy should include reference to the conversion of rural buildings. In the past this has been an important element of planning policy in Uttlesford contributing to the supply of employment floorspace, particularly in and on the edge of villages, making a contribution to rural sustainability. The Council will continue to approve suitable schemes. Detailed criteria and guidance for the re-use of rural buildings will be set out in the Development Control DPD and until this is adopted the Council will continue to use saved policy E5 and associated guidance from the Uttlesford Local Plan 2005

Question 10

Are there any other issues which you think need to be addressed in the Employment Strategy?

6.13 When the Council has received views on the above questions and completed the review of the study work the employment strategy will be developed in more detail and subject to further consultation before the submission document is published.

7 Accessible Development

Policy in Preferred Options Consultation

GA 1- Accessible Development

New development should be accessible by public transport, and support means of transport other than the car with high quality pedestrian and cycle links to services and facilities

Policy Sources	
National Guidance	PPG13 - Transport
East of England Plan	Policy T2 - Changing Travel Behaviour Policy T4 - Urban Transport Policy T5 - Inter Urban Public Transport Policy T7 - Transport in Rural Areas Policy T8 - Local Roads Policy T9 - Walking, Cycling and other non-motorised transport Policy T10 - Freight Movement Policy T12 - Access to Airports Policy T13 - Public Transport Accessibility Policy T14 - Parking
Uttlesford Local Plan	Policy GEN1 - Access
Sustainable Community Strategy	<p>Issues</p> <p>Car ownership and use within Uttlesford is relatively high. Uttlesford Futures recognises the important role the car has in meeting transport and accessibility needs in this rural area and the challenge of promoting better use of public transport. The future pattern of new development should minimise travel by car.</p> <p>The staying healthy theme focuses on supporting the well-being of residents. Providing opportunities for residents to walk and cycle more in preference to the private car is a way of supporting this aim.</p> <p>Uttlesford has a poor record in road safety with a high rate of people killed or seriously injured. We want to make our roads safer and reduce injury on our roads.</p> <p>Priorities</p> <p>Reduce car travel by promoting realistic alternatives Improve cycling and walking facilities Provide accessible and up to date information on public transport Improve the condition of roads</p>

Accessible Development 7

Policy Sources	
	Promote the safer journeys to school initiative Road Safety
Relevant Studies	Comparative Transport Analysis - Essex County Council 2010

Table 7.1 Accessible Development

Summary of Responses to the Preferred Options Consultation

7.1 The policy should make reference to the provision of urban and rural pedestrian and cycle routes. Accessible development should be defined and the policy should specifically refer to links between new development and residential areas as well as services and facilities. The Council has no control over the provision of public transport (mainly related to development at Elsenham). Policy GA1 fails to recognise the importance of the car in rural areas and the importance of new development in rural areas to sustain rural settlements.

Comments, Suggested Action and Questions

7.2 To be consistent with the policies in the East of the England Plan the Council considers there should be more detail in the Core Strategy about what the strategy for transport and accessibility in the District should be. The following strategy is suggested to support a reworded Policy GA1. There are no adverse impacts in relation to the sustainability objectives as a result of the suggested changes.

Text to Support the Policy

7.3 Car ownership within the district is high. In a rural district like Uttlesford where many people live in small settlements and facilities are concentrated in Saffron Walden, Great Dunmow and the larger villages the strategy needs to recognise that the car will continue to play an essential role in the daily lives of most residents. Stansted Airport is defined in the East of England Plan as a Regional Transport Node. The Council will continue to work with other District and County Authorities, bus and rail operators and cycling groups like Sustrans in the Stansted Area Transport Forum to improve public transport and cycling links to the airport and through the transport interchange at the airport to wider destinations. Areas for growth are identified where people will have the opportunity to make use of public transport. Where necessary the Council will work with developers, the bus and rail operators and Essex County Council to make sure that existing services are improved in terms of frequency, penetration and timetable information so that public transport provides a realistic and convenient alternative mode of travel for residents. 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. Within the new settlement at Elsenham cycleways and footpaths should be integral to the design of the settlement the housing areas should be located within walking and/or cycling distance of all facilities particularly the transport interchange at the railway station. Encouraging more mixed use schemes and developments which allow for home working

7 Accessible Development

are other ways in which the strategy aims to reduce travel, particularly for work. Applications for major new employment sites will be required to submit clear proposals in a travel plan for reducing travel to work by car. 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. The Council also operates the Z Bikes scheme - a moped loan scheme which aims to help young people access training and employment opportunities.

Suggested Revised Policy

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 to improve accessibility in the District. To achieve this

- **Development should be located where it is most accessible and will encourage people to use other modes of travel apart from the car**
- **Development will be managed so that it does not result in a reduction in air quality and improves road safety**
- **New development should be linked with high quality pedestrian and cycle links to services and facilities and the wider footpath and cycle networks.**

Question 11

In your view does this set out a realistic and workable strategy for transport in the District? If not are there any other measures which should be included?

Meeting Housing Need 8

Policy in Preferred Options Consultation

DC 1 - Meeting Housing Need

The housing strategy will:

- Provide for 9,666 new homes between 2001 and 2024
- Require the provision of an element of affordable housing by securing 40% affordable housing in schemes of 15 units or more or sites of 0.5ha or above.
- Make provision for affordable housing for local people in rural areas by permitting exception sites for 100% affordable housing on certain sites when provided in association with a Registered Social Landlord.
- Provide housing to meet other special housing needs such as key workers, the disabled, elderly and agricultural workers
- Provide for the operational needs of military personnel at Carver Barracks
- Provide sites for Gypsies, Travellers and Travelling Show People

Policy Context	
National Guidance	PPS1 - Delivering Sustainable Development PPS 3 - Housing Circular 1/2006 Planning for Gypsy and Traveller Caravan Sites
East of England Plan	Policy H1 - Regional Housing Provision 2001 to 2021 Policy H2 - Affordable Housing Policy H3 and Single Issue Review on accommodation for Gypsies and Travelling Showpeople
Uttlesford Local Plan	Policy H1 - Housing Development Policy H2 - Reserve Housing Provision Policy H9 - Affordable Housing Policy H10 - Housing Mix Policy H11 - Affordable Housing on "exception sites"
Sustainable Community Strategy	Issues The Staying Healthy theme picks up on affordable housing, ensuring that sufficient affordable housing is available to meet the identified housing needs of those living in Uttlesford.

8 Meeting Housing Need

Policy Context	
	<p>The Children and Young People matter theme sees the value in providing good support services to families early on to help prevent stresses and challenges escalating. This can include access to good quality and affordable housing.</p> <p>Priorities</p> <p>Make sure that all children especially those who are disadvantaged, excluded and "at risk" achieve the five Every Child Matters outcomes. (Being Healthy, Staying Safe, Enjoying and Achieving, Making a Positive Contribution and Achieving Economic Well Being)</p> <p>Reduce rural deprivation by improving access to services</p> <p>Ensuring new development is sustainable</p>
Relevant Studies	<p>Strategic Housing Market Assessment (SHMA), ORS and Savills 2009</p> <p>Strategic Housing Land Availability Assessment (SHLAA), UDC 2009</p> <p>Essex Gypsy and Traveller Accommodation Assessment, Fordham Research 2009</p>

Table 8.1 Meeting Housing Need

Summary of Responses to the Preferred Options Consultation

8.1 Hatfield Heath PC requires "affordable" to be unambiguously defined. English Heritage wants the figure of 9666 homes by 2024 to be explained since it exceeds the 8000 required by the RSS. They are concerned that by rolling annual growth allocations forward it circumvents assessment of the effects of such additional growth. Henham and Elsenham PC object to this policy stating that a total provision of 9,200 new homes should be made on the assumption that 5500 homes are already committed/completed. Some objectors question the need to add 10% to the regional housing figure and no need to continue the annual rate beyond 2021. Objections that the overall number of houses is not needed/not justified without a SHLAA having been carried out. Newport PC and ECC Spatial Planning both have concerns regarding affordable housing. Both want references and considerations made to other forms of affordable housing with ECC stating that shared equity should be considered on exception sites. NHS West Essex wants this policy to clarify that key worker and other special needs housing will be provided as part of the 40% affordable housing provision. Some support for target of 40% but suggestions that the thresholds should be lowered to 10 or 5 dwellings. Suggestions that financial contributions should be sought for affordable housing on sites below the threshold. Some developers feel that the 40% is excessive and there should be more flexibility/negotiation. Some suggestions that a higher requirement should be applied to all sites. Policy should be more specific in defining types of affordable housing and the split between shared ownership and rented with 60-65% being suggested as an appropriate level of social rented. Dunmow Town Strategy

Meeting Housing Need 8

Group, the Dunmow Town Design Statement Group and Dunmow Town Council consider that sites where general housing would be unacceptable should be identified for affordable housing. Concentrating all affordable housing in one location would be a mistake. Sites for 100% affordable housing should be small scale/adjacent to existing communities with suitable amenities. No need to make provision for travellers, gypsies and travelling show people.

Comments, Suggested Action and Questions

Housing Numbers

8.2 The current East of England plan requires that 8,000 homes are provided in Uttlesford between 2001 and 2021. In addition to this PPS3 requires local planning authorities to plan for continuous delivery of housing for at least 15 years from the date of adoption of housing allocation development plan documents. In this District the Core Strategy is programmed for adoption in 2011 which means that the housing land requirement needs to be increased by the annual requirement of 430 homes a year for 5 additional years. This gives a total housing requirement of 10,150. As at April 2009 provision has already been made for 6233 homes and 3006 of these have been built. This leaves a balance of around 4,000 homes which the Council needs to make provision for in the Core Strategy - if it does not it will not be found sound. The Council's preferred strategy for delivering these homes is set out in Chapter 2.

8.3 In the preferred options policy there was an additional 10% contingency figure included in the housing figures but now that the Strategic Housing Land Availability Assessment (SHLAA) has been completed and there is full information about which housing sites are capable of being delivered and when the Council is suggesting that there is no longer any need for the housing required to include a 10% contingency figure and this should be deleted.

Suggested Revised Policy

Meeting Housing Need

The first bullet point of the Preferred Options policy will need to be changed to reflect the up to date assessment of housing need and the current timeframe.

It should read:

- **Provide for 10,150 new homes between 2001 and 2026**

Question 12

Do you agree that it is right not to include a contingency figure when enough sites are available?

8 Meeting Housing Need

Meeting Affordable Housing Needs

8.4 The Strategic Housing Market Assessment (SHMA) has identified a shortfall of 5,600 affordable homes in Uttlesford between 2007 and 2026 at 07-08 prices or 3,900 homes based on long term house price trends. The figures are broken down into the requirement for market housing, intermediate housing and social rented housing which are generally defined as follows:

Market Housing - is private housing for rent or for sale where the price is set in the open market

Intermediate Affordable Housing - is housing at prices or rents above those of social rent but below market price or rents and which meet the criteria for affordable housing. These can include shared equity products such as Home Buy and other low cost homes for sale and intermediate rent.

Social Rented Housing - is rented housing owned and managed by local authorities and registered social landlords (housing associations) for which guideline target rents are determined through a national scheme known as the National Rent Regime.

8.5 The Council's current policy is to seek 40% affordable housing on schemes of over 0.5ha or 15 units. The SHMA has shown that based on 2007/08 housing prices, the Council should ask for 69.3% affordable housing on all development sites. This becomes lower if the figures are based on long term price prices but would still require 48.5% affordable housing to meet current needs.

8.6 The SHMA suggests that the affordable housing should be split to provide 70% intermediate housing and 30% social rented housing. This is the reverse of the Council's current policy. In the current housing market it is very difficult to obtain a mortgage on a shared ownership property (which is generally what an intermediate unit would be) Housing Associations are converting shared ownership units to intermediate or social rent. Future schemes are currently being planned without shared ownership units and some with 100% social rent.

8.7 It is not possible to translate the information from the SHMA into policy without some further work to test the viability of these findings for typical and actual forms of housing development within the district. A viability assessment has been commissioned jointly with Brentwood Borough Council, East Herts District Council, Epping Forest District Council and Harlow District Council. The results of this work will not be available until March 2010. The Council will use the evidence from this work to determine affordable housing policy which will be the subject of further consultation later in the year. Until the results of this work are available the Council is suggesting that bullet points about affordable housing in the preferred options policy continue to be rolled forward.

Meeting Housing Need 8

Meeting the Needs of Gypsies and Travellers and Travelling Showpeople

8.8 The Council needs to provide sites for gypsies, travellers and travelling showpeople. At the moment the preferred options document does not give any indication of what criteria will be used. The intention was that this issue would be dealt with in the development control and site allocations DPDs but in view of the timescales for the adoption of these documents and the requirements in the RSS it is now suggested that the preferred options housing policy should be expanded to include criteria which could be used to determine planning applications in the meantime.

8.9 The revision to the East of England Plan (EEP) on accommodation for gypsies and travellers and travelling showpeople in the East of England was published in July 2009.

8.10 In relation to gypsy and traveller pitches in 2006 there were 37 existing authorised pitches in the district. The requirement for Uttlesford in the EEP review is for a minimum of 25 new pitches to be provided by 2011. Beyond 2011 provision should be made for a 3% increase each year to 2021 which would mean an additional 21 pitches and give a total of 83 pitches in 2021. A pitch is the space required to accommodate one household and their caravan/s. The average number of caravans per pitch in the region is 1.7 and the average household size in Essex is 4.8 so as an example a site which has 15 pitches could potentially accommodate around 26 caravans and 72 people.

8.11 Travelling showpeople have different requirements to Gypsies and Travellers and tend to require larger sites as a result. Their cultural practice is to live in a yard which may be occupied by a single family or divided into several plots with different families living on each plot. Each plot needs to have enough room for a caravan or mobile home, smaller caravans used for travelling or for other family members and room for the storage and maintenance of equipment which may include rides, kiosks and stalls. In the RSS review sites for travelling showpeople are referred to as plots rather than pitches to reflect this difference. The requirement for plots in the RSS review policy H4 is not broken down by district. For Essex, 103 plots are required between 2006 and 2011 and beyond 2011 provision should be made for an annual 1.5% increase in plots up to 2021. The policy identifies that needs are focussed in Thurrock, Chelmsford and Basildon. The Essex Gypsy and Traveller Accommodation Assessment (GTAA) suggests that there is a need in Uttlesford for 2 extra plots up to 2021.

8.12 The Core Strategy should set out appropriate criteria for the location of sites for gypsies and travellers and travelling showpeople to provide greater certainty to local communities and a clearer picture on how provision for these sites will be managed. Consultation with gypsy and traveller groups as part of the Essex GTAA suggests that they would prefer to see sites of less than 20 pitches which are in rural areas, close to amenities but not too close to the towns. For travelling showpeople their responses in the Essex GTAA suggest half an acre as an appropriate size for each family plot with spare capacity for future growth. Access to utilities and the road network was stressed along with the need for landscaping around the perimeter of the site.

8 Meeting Housing Need

8.13 The council is suggesting that the following factors need to be taken into account when identifying sites for Gypsies and Travellers and Travelling Showpeople. Detailed requirements and site allocations will be included in the Development Control and Site Allocations DPDs.

- Sites need to be close to a settlement which has local services e.g. a school, shop
- Visual impact and character of the area
- Safe and convenient access to road network as well as provision for parking, turning and servicing on site and safe access for occupants and visitors
- Location on a public transport route
- If the site is to be used for business the impact on nearby residential properties in terms of noise, dust etc

Question 13

Do you think that these criteria are the right ones to take into account? Do you know of any sites which you think might be suitable?

Other Housing Needs

8.14 The policy will continue to identify other housing needs which need to be met, as in the preferred options policy including operational needs at Carver Barracks.

Phasing and Management of Housing Delivery

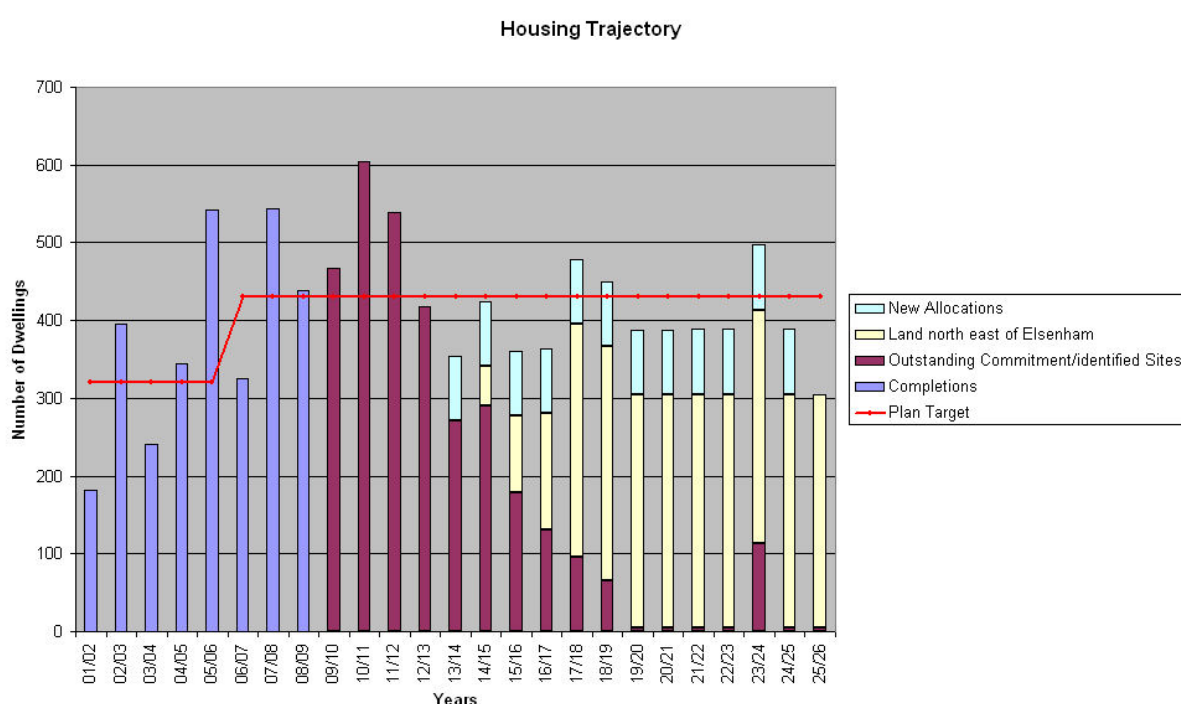
8.15 The preferred options consultation did not provide any information on Phasing and Management of housing sites as required by PPS3. As a result of preparing the SHLAA the Council now has a lot more information on the potential delivery rates etc on particular sites and it would be possible to include a new policy in the Core Strategy on Phasing and Management of Housing Delivery. In order to deliver sustainable developments the key objective of the new policy is to make sure that housing delivery and infrastructure delivery is phased so that the facilities and services are available locally to the people moving into the new homes.

Delivery

8.16 The housing trajectory below sets out how housing supply could potentially be delivered over the plan period. Whilst it is a Government requirement to include a housing trajectory in the Core Strategy it is important to note that it is an estimate only of annual delivery rates, and is likely to change over time – particularly once the specific site allocations have been identified in the Sites Allocation Development Plan Document. The housing trajectory below includes estimated rates of delivery for each of the three components of supply. The rate of future delivery for each of the outstanding

Meeting Housing Need 8

commitments and identified sites reflects the current housing trajectory as published in the Annual Monitoring Report 2009. At this stage phasing details for land north east of Elsenham and new allocations have yet to be determined. The phasing of the development at Elsenham is dependant upon the infrastructure required and this will become clearer as the Core Strategy is progressed to submission stage. The phasing of new allocations will be determined through the Site Allocations Development Plan Document. Therefore the estimated number of allocations required over the Plan period have been divided equally between the years 2013/14 (year following adoption of the Site Allocations DPD) and 2024/25. This averages at 83 dwellings per year.



Phasing

8.17 Phasing is an important mechanism for managing the release of land, and ensuring that development is provided at the same time as necessary infrastructure and services. It is proposed that allocations will be phased to make sure that houses are made available close to the overall strategic requirement as set out in the East of England Plan. Phasing will also make sure that the scale and timing of housing is coordinated with new infrastructure, and the Council will continue to engage with house builders and key service and infrastructure providers. The Infrastructure Plan which has to be submitted with the Submission Core Strategy will explain how the supporting infrastructure will be developed. It is proposed that the following phases will apply: April 2011-March 2016; April 2016- March 2021; April 2021- March 2026. This proposed approach to phase in 3 time periods reflects Government Guidance in PPS3 which advises local authorities to identify deliverable sites for the first 5 years of supply, and developable sites for years 6-10 and years 11-15. Full details of the scale and timing of sites will be included in the Site Allocations Development Plan Document. The housing

8 Meeting Housing Need

provisions in the East of England Plan are minimums and therefore windfall developments will not be refused on the basis of over-supply of housing against housing targets for the plan period.

Monitoring

8.18 It is proposed that the Council will closely monitor housing delivery – this is necessary to make sure that delivery remains close to the targets identified in the housing strategy. PPS3 advises that should the delivery of houses vary by 10-20% from the trajectory appropriate action will be required. This could involve bringing forward allocations from later periods – or instigating a review of the LDF if delivery rates are significantly lower than predicted. The County Council, on behalf of the District Council, undertake a robust Annual Residential Land Availability survey, which provides a breakdown for all sites – and therefore is it possible to closely monitor the delivery of all sites. The Annual Monitoring Report produced by the District Council includes details of a 5-year supply of deliverable sites and the housing trajectory.

The Council is suggesting that the Core Strategy should contain the following new policy.

Suggested New Policy

Phasing and Delivery of Housing

It is proposed that allocations will be phased to make sure that delivery remains close to the overall strategic requirement of the housing strategy. Phasing will also make sure that the scale and timing of housing is coordinated with new infrastructure. Full details of scale and timing will be included in the Site Allocations Development Plan Document. The Council will also monitor overall housing delivery closely, and seek to bring forward allocations if required or instigate a review of the LDF if delivery rates are significantly lower than predicted.

Question 14

Do you agree with the proposed policy?

Housing Strategy 9

Policy in Preferred Options Consultation

DC 2 - Housing Strategy

Provision is made for 9666 new homes in Uttlesford during the period 2001 to 2024

- Committed and proposed redevelopment sites within Saffron Walden, Great Dunmow and Stansted Mountfitchet
- Committed urban/settlement expansion, at Rochford Nurseries, Birchanger/Stansted Mountfitchet; Priors Green Takeley/Little Canfield; Woodlands Park, Great Dunmow; and Oakwood Park, Little Dunmow
- On the edge of Great Dunmow and Saffron Walden.
- On the edge of the Key Service Centres of; Newport; Stansted Mountfitchet; Thaxted; Great Chesterford; and Takeley; and in other villages where there would be rural sustainability benefits
- In a new settlement to the north east of Elsenham

Policy Context	
National Guidance	PPS1 - Delivering Sustainable Development PPS3 - Housing
East of England Plan	Policy SS1 - Achieving Sustainable Development Policy SS4 - Towns other than Key Centres and Rural Areas Policy H1 - Regional Housing Provision 2001 - 2021 Policy CSR1 - Strategy for the Sub Region. (The Cambridge sub region includes Saffron Walden)
Uttlesford Local Plan	Policy H1 - Housing Development Policy H2 - Reserve Housing Provision
Sustainable Community Strategy	<p>Issues</p> <p>The challenge is to manage urban growth so that it does not damage the districts assets and quality if life can be maintained and enhanced. Spatial planning must minimise greenhouse gas emissions from all sources, particularly from travel by car.</p> <p>Priorities</p> <p>Ensuring new development is sustainable Environmental Protection</p>

9 Housing Strategy

Policy Context	
	Reduce car travel by promoting realistic alternatives Improve cycling and walking facilities
Relevant Studies	Strategic Housing Land Availability Assessment (SHLAA), Uttlesford District Council 2009

Table 9.1 Housing Strategy

Summary of Responses to the Preferred Options Consultation

9.1 The strategy is supported by some because it allows new development in the towns and villages to sustain these settlements. However, there is considerable objection to the element of the housing at Elsenham. Concern was expressed about development on the edge of Great Dunmow and Saffron Walden and its impact on the historic character of the towns. There should be a clear phasing of development. Hatfield Heath, Clavering and Oakwood Park should be added to the list of key service centres and Stansted Mountfitchet should not be a key service centre but a main settlement along with Great Dunmow and Saffron Walden. The policy should seek to maximise the use of Brownfield land. Rural sustainability benefits should be defined and villages suitable for development should be listed.

Comments, Suggested Action and Questions

9.2 As set out in Chapter 2 this consultation is proceeding on the basis that the Council's preferred option for delivering a significant element of the housing required in Uttlesford is a new settlement to the North East of Elsenham. Options for delivering the remainder of the housing requirement are also discussed in Chapter 2. If the strategy is carried forward as suggested the distribution of housing will be as set out in the following table. A list of the existing commitments and other identified sites can be found in Appendix 2.

Suggested Housing Distribution	
Great Dunmow	
Existing Commitments at Woodlands Park	947
Other identified sites	123
Future housing development to be located on site(s) to be identified within the broad locations of Chelmsford Road to immediately north of Ongar Road; and west of Great Dunmow between the Flich Way and the B1256.	500
Saffron Walden	
Identified sites	403

Housing Strategy 9

Suggested Housing Distribution	
Future housing developments to be located on site(s) to be identified in a broad location from north of Ashdon Road to west of Thaxted Road.	250
New Settlement	
Land north east of Elsenham, Elsenham/Henham	3000
Key Villages	
Great Chesterford	
Future Housing Development	30
Newport	
Identified Sites	14
Future Housing Development	50
Stansted Mountfitchet	
Existing commitments at Rochford Nurseries, Stansted Mountfitchet/Birchanger	479
Other identified sites	4
Future housing development	20
Takeley	
Existing commitments at Priors Green, Takeley/Lt Canfield	646
Future housing development	30
Thaxted	
Identified Sites	24
Future Housing Development	30
Other Villages	
Existing commitments at Oakwood Park, Little Dunmow	183
Other identified sites	21
Future housing developments to be identified on sites in villages with a primary school	90
All Settlements	
All sites of less than 11 units with planning permission	384

Table 9.2 Suggested Housing Distribution

9 Housing Strategy

9.3 The housing distribution outlined above is consistent with the preferred options policy but the Council is suggesting that the first part of the policy should be amended to refer to the updated housing requirement as set out in Chapter 2 and that there should be additional guidance in the policy on the new sites and new settlement. The proposed changes to the policy do not have impacts on the sustainability appraisal of the policy overall. The additions include requirements for mitigating adverse impacts which help move the policy towards achieving sustainability objectives.

Suggested Revised Policy

Housing Strategy

Provision is made for 10,150 new homes in Uttlesford during the period 2001 to 2026 in the following locations:

- Committed and identified redevelopment sites within Saffron Walden, Great Dunmow and Stansted Mountfitchet
- Committed urban/settlement expansion, at Rochford Nurseries, Birchanger/Stansted Mountfitchet; Priors Green Takeley/Little Canfield; Woodlands Park, Great Dunmow; and Oakwood Park, Little Dunmow
- On the edge of Great Dunmow and Saffron Walden.
- On the edge of the Key Service Centres of; Newport; Stansted Mountfitchet; Thaxted; Great Chesterford; and Takeley; and in other villages where there would be rural sustainability benefits
- In a new settlement to the north east of Elsenham

Sites will be identified in the Site Allocations DPD. The following factors will be taken into consideration in identifying sites on the edge of Great Dunmow, Saffron Walden and on the edge of the Key Villages of Newport; Stansted Mountfitchet; Thaxted; Great Chesterford; and Takeley; and in other villages where there would be rural sustainability benefits

- Proximity of the site to existing services and facilities so the need to use the car is reduced.
- Impact on the settlement character – the approaches to the settlement and the historic core.
- Impact on the countryside setting of the settlement.

Housing Strategy 9

- Use of Brownfield sites.
- Loss of any existing use of the site such as employment or recreational uses.

The design, layout and new infrastructure will

- Incorporate the highest standards of low carbon development.
- Provide a network of green spaces appropriate to the scale and location of the development.
- Focus development on public transport services
- Provide access to a range of services and facilities to enable sustainable patterns of activity appropriate to the scale and location of the development.
- Reflect the distinctive architectural character of the traditional towns and villages of Uttlesford.
- Include improvements to the highway infrastructure as required including improvements to the non-strategic road network; traffic management features and footway/cycleway links

The new settlement of 3000 homes will link with Elsenham to create a distinct community which will function as a new market town within Uttlesford. The design, layout and new infrastructure will

- Incorporate the highest standards of low carbon development.
- Provide a network of green spaces including allotments, outdoor play space and playing fields and formal and informal open space.
- Focus development around new and improved public transport services
- Incorporate a mix of uses to enable sustainable patterns of activity including the provision of employment.
- Reflect the distinctive architectural character of the traditional towns and villages of Uttlesford.
- Protect the character and identity of Henham.
- The development will need to include a percentage of affordable housing in accordance with adopted policy; new employment floor space; two primary schools to include early years and childcare facilities; provision for a secondary school to include further education facilities; community

9 Housing Strategy

facilities including a food store, library, health centre, place of worship, community hall, sports centre, land for allotments, outdoor play space and playing fields and formal and informal open space.

- The development must be supported by a 10-15 minute frequency circular bus service between the site, Bishop's Stortford, Stansted Mountfitchet and Stansted Airport. The Site Allocations DPD will set out highway infrastructure requirements including improvements to the non-strategic road network; traffic management features and footway/cycleway links.

Question 15

What are your views on the suggested distribution of housing?

Do you agree with the criteria for identifying sites in the towns and villages and what the development of the sites should incorporate?

Do you agree with the broad description of what is sought at the development at Elsenham?

Infrastructure 10

Policy in Preferred Options Consultation

DC 3 - Infrastructure

Development must take account of the needs of new and existing populations in terms of school classrooms, pre-school places, sports provision, primary healthcare and other community and cultural facilities including shops. Each development must address water supply, sewage disposal and flood risk issues and make provision for children's playspace, open space and green infrastructure.

Policy Context	
National Guidance	PPS12 - Creating Strong Safe and Prosperous Communities through Local Spatial Planning
East of England Plan	SS2 - Overall Spatial Strategy ENV1 – Green Infrastructure
Uttlesford Local Plan	GEN6 - Infrastructure provision to support development
Sustainable Community Strategy	<p>Issues</p> <p>The staying healthy theme focuses on supporting the well-being of residents by delivering safe, attractive and healthy places to live and making sure enough health facilities and other community facilities e.g. for sport are provided to meet current needs and the additional requirements arising from any new development.</p> <p>Children and Young People matter – we want to support schools to continue to provide a good education for our children and young people.</p> <p>The CSC identifies that having good start in life with supportive parents and being encouraged to become involved in a wide range of activities are also important for children and young people to develop aspirations and achieve their potential. We want to work with partners to develop and provide activities and services that will provide stimulating opportunities for children and young people and enable parents to provide a caring a supportive environment for their children.</p> <p>Priorities</p> <p>Strive to make sure that all children, especially those who are disadvantaged, excluded and 'at risk' achieve the five Every Child Matters outcomes</p>

10 Infrastructure

Policy Context	
	Determine gaps in provision of services Develop a co-ordinated approach to planning, commissioning and delivering services Reduce rural deprivation by improving access to services Ensuring new development is sustainable
Relevant Studies	Comparative Transport Analysis, Essex County Council, 2010 Uttlesford District Water Cycle Study, Stage 1, Hyder Consulting, 2010

Table 10.1 Infrastructure

Summary of the Responses to the Preferred Options Consultation

10.1 Water Services Companies are seeking more specific policy support needed for water and sewerage infrastructure and that this provision is best guided by a Water Cycle Study and Strategy. The capacity of the sewage systems must not be compromised. Strategic sewerage solutions must be sought for Greenfield development and policies included to minimise discharges from brownfield development through water efficiency measures and SUDs. Natural England express the need for a separate green infrastructure policy which links with objective 4/policy GA1 and Policy DC10. They feel that this policy needs broadening to link green infrastructure externally to a development site it also needs to refer to ANGSt and the multifunctional role of green infrastructure. National Trust ask that consideration be given to development contributing towards the enhancement of facilities at Hatfield Forest. Essex CC Spatial Planning suggest adding the words 'facilities and outdoor areas' after 'school classrooms'. Felsted PC object as this policy and all the proposed options fail to address the impact of expansion on road and other transport infrastructure. NHS West Essex express the need for close partnership working between themselves and the Council to ensure appropriate provision of health Infrastructure. They also suggest changes to the policy wording inserting the words 'and contribute towards' after 'developers must take account of'. Go-East point out that a number of policies repeat what is stated in other policies and suggest that they are given further consideration to deletion of repeat or duplicated policies. This policy repeats some aspects of LC1. Electricity supply capacity, sustainable energy, transport and access should also be included. Urgent need for land to be set aside for public worship/religious instruction (Use Class D1(h) Infrastructure provision needs to take into account the need for low carbon emissions. Policy should be clear that a proper assessment of needs should be carried out and necessary action taken before planning permission is given. Policy should make it clear that the developer will be required to fund the provision of the infrastructure. Strict milestones/timetable need to be set for the provision of infrastructure. No indication of what infrastructure is needed for option 4 – unlikely that a development of the proposed size would support necessary infrastructure. Important that there is a specific policy relating to the protection of existing open spaces and sport and recreation facilities. Sport England question the absence of a specific policy relating to the economic development of rural areas which could

Infrastructure 10

cover farm diversification to which sport and recreation can make an invaluable contribution. Development should be located in areas/settlements where existing facilities are underused. HBF are concerned that all matters of fundamental importance should be clearly set out in a DPD rather than an SPD. Essex CC Spatial Planning point out that to enable public transport to serve areas supporting infrastructure can assist such as turning circles and pedestrian crossings. They consider waste facilities to be part of required infrastructure and suggest taking account of pages 91-94 of the Essex Design Guide as well as PPS 10 and its companion guide and RSS policy WM6. Newport PC questions how developers would take account of all populations and suggests a specific approach which answers the questions of affected populations would be best.

Comments, Suggested Action and Questions

10.2 Making sure that development is supported by the necessary community facilities and transport infrastructure is essential to creating sustainable communities.

10.3 The proposed changes to Policy DC2 set out what the broad requirements are for the proposed development locations. The submission Core Strategy will be accompanied by an infrastructure plan which will set out in more detail what infrastructure will be required, how it will be delivered and who by. The Council will continue to work closely with other public and private sector providers to identify the infrastructure needed to support development in the Core Strategy and to prepare the strategy for delivering the necessary infrastructure.

10.4 Policy DC3 at the moment lists what infrastructure is likely to be needed but it does not explain how new infrastructure and community facilities will be delivered. The proposed changes to policy DC2 mean that much of what was proposed to be included in this policy is now set out there. To avoid duplication the Council is suggesting that Policy DC3 should be deleted and replaced with a policy which will set out mechanisms for delivering the infrastructure requirements identified elsewhere in the Core Strategy.

10.5 The Council currently relies on developer contributions through legal agreement and associated S106 contributions to fund the necessary infrastructure and community facilities on a "site by site basis" and it could continue to use this approach because the preferred strategy is to concentrate most of the development in a single location. The disadvantages with this approach are that community facilities are only likely to be provided or improved in association with larger developments. Contributions may not be secured from smaller developments and this may limit the Council's ability to secure strategic infrastructure. This option is less likely to fund public transport, cycle routes and health facilities where they are not directly related to the development

10.6 An alternative approach would be to move towards a tariff or "roof tax" approach where contributions are based on a dwelling unit or floorspace measurement and pooled to provide infrastructure over a wider area within the District. One such approach is the Community Infrastructure Levy. This was introduced by the Planning Act in 2008 but detailed regulations have yet to be finalised and will not be published until later this year. Using this approach would be more equitable because all development would contribute to infrastructure provision but there is a danger that the requirements could make some some developments unviable. A particular concern in Uttlesford would be

10 Infrastructure

the impact on the provision of affordable housing. A viability assessment which will look at the impact of infrastructure provision on different types of housing development is currently being carried out. A third, more flexible approach might be to create a hybrid system which would allow developers to offset provision of local community facilities against overall tariff charges where the local need for the facility is deemed to take precedence over contributions to other strategic requirements.

10.7 When the Council has received your views on this issue and the results of the viability assessment work have been published the Council will produce guidance on this issue for further consultation.

Question 16

Do you have any views on the three approaches identified?

Metropolitan Green Belt 11

Policy in Preferred Options Consultation

DC 4 Metropolitan Green Belt

Define the broad area of the Metropolitan Green Belt (MGB) within Uttlesford as unchanged from the current adopted MGB

Policy Context	
National Guidance	PPG2 - Green Belts
East of England Plan	Policy SS7 - Green Belt
Uttlesford Local Plan	Policy S6 - Metropolitan Green Belt
Sustainable Community Strategy	<p>Issues</p> <p>No specific reference to Green Belt but concern that growth pressures will put increased stress on the district's natural and built environment. This includes nature conservation and key habitats, valued landscapes, heritage and historic features, air and water quality, water resources outdoor recreation areas and the undeveloped countryside. The challenge will be to manage urban growth so that it does not damage these assets and so that the districts quality of life (in environmental and health terms) can be maintained and enhanced.</p> <p>Priorities</p> <p>Environmental Protection</p>
Relevant Studies	Strategic Housing Land Availability Assessment, UDC, 2009

Table 11.1 Metropolitan Green Belt

Summary of Responses to the Preferred Options Consultation

11.1 Natural England believes there is a strong case for green belt review and to improve the environmental quality of the existing green belt. They suggest the following wording be included “all opportunities to improve the environmental quality of the green belt should be taken where appropriate.” Objected to by landowners and developers who have an interest in land within the MGB. A review is needed so that exception sites can be provided near key service centres and to enable Uttlesford to meet the housing demand

11 Metropolitan Green Belt

Council Comments, Suggested Action and Questions

11.2 The protection of land within the Metropolitan Green Belt (MGB) is required by national and regional guidance so this needs to be reflected in the Core Strategy but there is clear national policy about the management of development within the MGB which will enable development proposals within the Green Belt to be determined and the LDF does not need to repeat this, either in the Core Strategy or the Development Control or Site Specific DPD.

11.3 The issue for the Core Strategy is whether there is any need for changes to the MGB, and if so how this should be dealt with in the LDF. National guidance is that green belt boundaries should only be altered in exceptional circumstances. The Preferred Options consultation document suggested that the broad area of the greenbelt within Uttlesford would remain unchanged from the current adopted MGB but that detailed boundaries would be established in other DPDs.

11.4 Since the preferred options consultation, however the Strategic Housing Land Availability Assessment (SHLAA) has been carried out. This shows that there are enough sites outside the MGB which are available, and suitable for housing and could be delivered within the plan period. This would mean that there would be no need for any changes to either the outer or inner Green Belt boundaries in order to deliver the housing required. In relation to employment land requirements a full assessment of submitted sites has not yet been completed.

11.5 Infilling, limited development or redevelopment of sites within the development limits of identified villages within the MGB (currently Birchanger, Hatfield Heath, Leaden Roding, Little Hallingbury and White Roding) will continue to be allowed providing they are compatible with character of the settlement and it's setting. Exception sites to meet local housing needs will continue to be allowed on land within the Green Belt where a need is identified. Major developed sites within the Green Belt will also be identified. Sites currently identified in the Uttlesford Local Plan are Parsonage Farm, the sewage treatment works at Bishop's Stortford and Stansted and the Stansted Mountfitchet Maths and Computing College.

11.6 The Council does not consider that any release of Green Belt can be done on an "ad hoc" basis since this could gradually erode the extent of the Green Belt and would be contrary to national and regional guidance but that it should only be done as a result of a comprehensive review so two alternative approaches are suggested. The first would be to continue with the preferred options approach of retaining the broad area of the Metropolitan Green Belt in the Core Strategy but to undertake a comprehensive review of greenbelt boundaries to provide evidence for the Site Specific and Development Control DPDs. An alternative approach would be to maintain the boundaries of the Metropolitan Green Belt Boundary as defined in the Uttlesford Local Plan 2005.

11.7 A green belt review could result in the release of some land, currently within the Green Belt for housing and/or employment uses. Changes would only be justified where the land no longer meets the purposes of including land within the greenbelt as set out in PPG2. The release of greenbelt land on the edge of villages could help to support

Metropolitan Green Belt 11

the rural economy and village facilities but other impacts are uncertain and could be detrimental to a number of sustainability objectives e.g. noise, pollution. The scale of these impacts would depend on the scale and location of any potential releases arising from the review.

Question 17

Do you think there should be a review of the greenbelt boundaries to allow small-scale/limited development on the edge of villages within the green belt?

12 Protecting the Countryside

Policy in Preferred Options Consultation

DC 5 - Protecting the Countryside

Protect the countryside for its own sake as an area where there will be strict control on new development outside existing settlements and any land needed for development.

Policy Context	
National Guidance	PPS7 – Sustainable Development in Rural Areas PPS4 - Planning for Sustainable Economic Growth
East of England Plan	ENV4 - Agriculture, Land and Soils
Uttlesford Local Plan	Policy S7 - The Countryside
Sustainable Community Strategy	<p>Issues</p> <p>Concerns that growth pressures will put increased stress on the district's natural and built environment. This includes nature conservation and key habitats, valued landscapes, heritage and historic features, air and water quality, water resources outdoor recreation areas and the undeveloped countryside. The challenge will be to manage urban growth so that it does not damage these assets and so that the districts quality of life (in environmental and health terms) can be maintained and enhanced.</p> <p>Priorities</p> <p>Ensuring new development is sustainable Environmental Protection</p>
Relevant Studies	No specific study

Table 12.1 Protecting the Countryside

Summary of Responses to the Preferred Options Consultation

12.1 Land outside of settlement boundaries may need to be used for development to contribute to sustainable development. Under-utilised land and land not suitable for farming should be considered for development. Repeats national policy without adding local value. Include criteria which would allow development in certain cases. An assessment of the land within the countryside should be carried out to identify land that could be developed

Protecting the Countryside 12

Comments, Suggested Action and Questions

12.2 The protection of the countryside is required by national and strategic guidance but as currently worded this policy does repeat national policy guidance in PPS7 and does not add any local dimension. The Council is therefore suggesting that the policy should be reworded and some text added to explain what the strategy for development in the countryside will be.

12.3 The protection of agricultural land is an important element of countryside policy. Because of the land availability situation within Uttlesford there will have to be some loss of greenfield land to meet the District's housing needs. The Council will make sure that the highest quality agricultural land is protected where possible. Not protecting the agricultural land resource within the district would be contrary to national and regional policy. The Council is suggesting that this could be added into this policy and Policy DC6 could then be deleted. The policy should also make reference to re-use of rural buildings.

12.4 The proposed changes to the policy and reference to the re-use of rural buildings will help to move the policy towards the objective to support the rural economy and village facilities. Uncertain impacts have been identified in the Sustainability Appraisal in relation to potential increases in noise and pollution events arising from increased business use in the countryside but these impacts are capable of mitigation through appropriate uses and development management. No detrimental impacts are identified as a result of the proposal to delete Policy DC6 and include an additional reference to the protection of agricultural land in this policy.

12.5 The following text and a revised policy to replace Policy DC5 and DC6 is suggested.

Text to Support the Policy

12.6 Many of the issues that affect the rural parts of Uttlesford are covered by other parts of this strategy. However some issues need specific reference. 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.

12.7 According to the DEFRA (Department for Environment, Farming & Rural Affairs) 2005 classification system, Uttlesford comes within the lowest tier of urban/rural developments as "very rural" where 80% of the population live in either rural settlements of less than 10,000 people or market towns where a market town is a settlement of between 10,000 and 20,000 people which provides certain functions and services to its wider rural hinterland.

12.8 While many of the villages still provide a reasonable range of services for their communities levels are generally declining and particularly in some of the smaller villages services are now very limited. It is important that the existing level of services are maintained but where planning permission is not required the Council will not be able to prevent the loss of facilities. The Council will support appropriate development in

12 Protecting the Countryside

rural settlements that helps to maintain sustainable rural communities. This will include affordable housing schemes in villages because this helps to meet the needs of rural communities as people are able to remain in their villages or live close to rural employment.

12.9 Farming remains an important part of the rural economy and is also important in shaping the character and appearance of the landscape. However, farming is under pressure and many farms remain vulnerable. Uttlesford has a larger proportion of agricultural industries at 8.28% compared to 5.62% for the East of England and 5.01% in the rest of England. Approximately 97% of the land within the district is agricultural land of which 80% is designated Grade 2 which falls into the "best and most versatile" category in PPS7 which should be considered as a national resource for the future. The land is mostly used for the production of cereal and general crops. In recent years there has been pressure for diversification into new areas of activity and current plan policy has supported this by allowing the re-use of farm and other buildings for commercial purposes - this has helped to retain activity within rural areas. The Council will continue to support a balanced approach to diversification through the conversion of rural buildings for employment and other uses e.g. tourism in sustainable locations provided that it does not result in unacceptable environmental impacts and the character of the countryside is not adversely affected. Alternative uses of land in the Countryside will only be acceptable where it complies with Countryside, Green Belt and other policies and where the environment and character of the countryside is protected

12.10 The countryside is itself an attraction with plenty of opportunities to walking on the comprehensive network of rural footpaths which link into the wider network. The Fritchway, a linear Country Park in the south of the district is a recreational resources which offers off road opportunities for walking, cycling and horseriding. The strategy will be to support improved access to and enjoyment of the countryside where possible.

12.11 In considering proposals for development in the rural areas the Council will have regard to Parish Plans and Village Design Statements and other design guidance where these have been approved by the Council.

Suggested Revised Policy

Protecting the Countryside

The Countryside beyond existing settlements and any land identified for development will be protected for its own sake, for its value as productive agricultural land and for biodiversity. Development of greenfield sites in the countryside will only be considered after other options such as land within development limits, re-use of existing rural buildings and previously developed land have been assessed and discounted. In considering proposals the Council will seek to protect the best and most versatile agricultural land from development and focus development in locations with good access to services and facilities.

Protecting the Countryside 12

Question 18

Do you think the suggested changes explain the strategy for development in the countryside more clearly than that suggested in the Preferred Options consultation? If not what further changes would you suggest?

13 Protecting Agricultural Land

Policy in Preferred Options Consultation

DC 6 - Protecting Agricultural Land

Protect the best and most versatile agricultural land. Development of such agricultural land would only be permitted after other options such as previously developed land and land within development limits have been assessed and discounted.

Policy Context	
National Guidance	PPS7 - Sustainable Development in Rural Areas
East of England Plan	Policy ENV4 - Agriculture, Land and Soils
Uttlesford Local Plan	Policy ENV5- Protection of Agricultural Land
Sustainable Community Strategy	<p>Issues</p> <p>Concerns that growth pressures will put increased stress on the district's natural and built environment. This includes nature conservation and key habitats, valued landscapes, heritage and historic features, air and water quality, water resources outdoor recreation areas and the undeveloped countryside. The challenge will be to manage urban growth so that it does not damage these assets and so that the districts quality of life (in environmental and health terms) can be maintained and enhanced.</p> <p>Priorities</p> <p>Ensuring new development is sustainable Environmental Protection</p>
Relevant Studies	Joint Landscape Character Assessment, Chris Blandford Associates, 2006

Table 13.1 Protecting Agricultural Land

Summary of Responses to the Preferred Options Consultation

13.1 Natural England generally supports this policy but has concerns over the potential biodiversity value of previously developed land. They also question its inclusion as it seems to repeat national policy. When referring to Previously Developed Land (PDL) they request the core strategy clarify that it should be in used in preference to Greenfield sites provided there is no geological interest of local importance. Developers generally support this policy, however they want it to be more flexible if no other suitable sites can be found for development. Parish Councils support the protection of agricultural

Protecting Agricultural Land 13

land. Small scale housing developments should be encouraged in this policy on underutilised agricultural land. Land in the countryside may need to be given over to other uses in order to contribute to sustainable development. Friends of the Earth suggest that agricultural land should be included in policy DC5 and this policy deleted. Define what is meant by the best and most versatile land. Development on agricultural land should be permitted after other options have been discounted.

Comments, Suggested Actions and Questions

13.2 In relation to Natural England's comments the biodiversity value of PDL is mentioned in relation to Policy DC10 below. The comment about repeating national policy is accepted and the Council is therefore proposing to join this policy with policy DC5 above to make a general policy about development in the countryside with reference to the use of agricultural land. There are no adverse sustainability impacts as a result of this proposed change.

14 Countryside Protection Zone

Policy in Preferred Options Consultation

DC 7 - Countryside Protection Zone

Define the broad area of the Countryside Protection Zone as an area where the open characteristics of the zone will be maintained and coalescence between the airport and existing development will be prevented.

Policy Context	
National Guidance	PPS7 - Sustainable Development in Rural Areas
East of England Plan	No relevant policy
Uttlesford Local Plan	Policy S8 - the Countryside Protection Zone
Sustainable Community Strategy	No specific reference
Relevant Studies	None

Table 14.1 Countryside Protection Zone

Summary of Responses to the Preferred Options Consultation

14.1 A number of representations, including BAA support the policy but say that it is not clear whether under the proposed two runway airport "retaining" the zone means the zone gets smaller or that the boundary will be expanded to compensate. In defining the broad area of the CPZ, regard should be had to the potential expansion at the airport (a second runway in particular), and the associated need to identify land outside of the current boundary for airport-related uses. Whilst some developers/landowners do not object to the principle of the CPZ they seek the exclusion of land they control from the Zone. The preferred housing strategy will create coalescence between the airport and development. There is no clear justification within the Core Strategy consultation document as to why such a zone, requiring a separate and stringent policy is needed. Government Guidance in PPS7 outlines the limited weight to be given to local landscape policies of this nature and states that the justification for their inclusion in development plans needs to be reconsidered when reviewing these documents. The policy should be expanded expecting the land to be managed to an agreed master plan to improve the biodiversity, visual character and public access through contributions by the airport operator. There should be an aspirational measurement (½mile, 1 mile, 2 miles?) around the airport where development is not permitted. Currently the CPZ is pretty meaningless – especially when it is full of roads

Countryside Protection Zone 14

Comments, Suggested Action and Questions

14.2 Government guidance is that local landscape designations should only be maintained where it can be clearly shown that criteria based planning policies using tools such as landscape character assessment cannot provide the necessary protection and that Local Development Documents should state what it is that requires extra protection and why.

14.3 The original design concept for Stansted Airport was as an “airport in the countryside” and this was reflected in the original master plan. The Countryside Protection Zone was introduced as a policy tool to support this concept and it defines an area around the airport where development will be strictly controlled to protect the countryside and prevent coalescence between the airport and surrounding settlements.

14.4 The principal of the CPZ has been supported by the two previous local plan inspectors. The Inspector into the Uttlesford Local Plan did not consider that the main purpose of the policy was to assess development proposals against particular landscape character but was to protect the openness of vulnerable countryside from coalescence. Both Inspectors agreed with the Council's position of safeguarding the "airport in the countryside" concept by resisting urbanisation around the airport.

14.5 An alternative approach would be to delete the CPZ notation and Policy DC7 and rely on policy DC5 and other relevant policies to control development in the zone around the airport. It is the Council's view however, that this would not give strong enough control. Many sporadic and isolated buildings in the countryside around the airport may be suitable for conversion to airport-related or other uses. This would be acceptable under current district policy. Difficulties would arise if these uses wished to expand beyond the confines of the building. This could result in a gradual erosion of the open land and increase coalescence between existing buildings and the airport so the Council is proposing to maintain the CPZ as a key element of countryside protection policy within the District in response to the particular local issues arising from the airport.

14.6 As set out in Chapter 3 of this document the underlying principal of the Core Strategy is that it should be based on maximum use of the existing runway. On this basis the Council is suggesting that the broad area of the CPZ should remain as defined in the Uttlesford Local Plan.

14.7 No changes are proposed to this policy so there are no sustainability implications.

15 Landscape Character

Policy in Preferred Options Consultation

DC 8 - Landscape Character

All development should be in scale and designed to complement the special characteristics of the area within which it is sited to protect and where possible enhance the landscape character of Uttlesford

Policy Context	
National Guidance	PPS1 - Delivering Sustainable Development PPS 7 - Sustainable Development in Rural Areas
East of England Plan	ENV2 - Landscape Conservation
Uttlesford Local Plan	No specific policy
Uttlesford Sustainable Community Strategy	<p>Issues</p> <p>Concerns that growth pressures will put increased stress on the district's natural and built environment. This includes nature conservation and key habitats, valued landscapes, heritage and historic features, air and water quality, water resources outdoor recreation areas and the undeveloped countryside. The challenge will be to manage urban growth so that it does not damage these assets and so that the districts quality of life (in environmental and health terms) can be maintained and enhanced.</p> <p>Priorities</p> <p>Ensuring new development is sustainable Environmental Protection</p>
Relevant Studies	Joint Landscape Character Assessment, Chris Blandford Associates, 2006.

Table 15.1 Landscape Character

Summary of Responses to the Preferred Options Consultation

15.1 Natural England generally supports this policy but suggests that particular reference is made to the Uttlesford joint Landscape Character Assessment. They also state that the policy would benefit from reference to particular landscapes in the District and the management required to protect and enhance them. English Heritage suggest the addition of 'and historic qualities' after 'landscape character' Remove let out words, 'where possible,' as they allow for argument about the policy. The policy is meaningless and impossible to interpret. There should be a criteria based policy locally specific as

Landscape Character 15

required by the RSS which would broadly identify locally distinctive landscapes seek enhancements of the urban fringe; and seek more tree planting of native species. Policy should be deleted and replaced with policy to provide a similar criteria-based approach to the one recommended in the Joint Landscape Character Appraisal (2006) for Uttlesford, Braintree, Chelmsford, Maldon and Brentwood. Policy is insufficiently prescriptive and should be supplemented by an Uttlesford Design Guide as an SPD. The need for a criteria based approach as recommended by the Character Appraisal is supported by English Heritage

Council Comments, Suggested Action and Questions

15.2 The Council agrees with the comments from Natural England that the policy should make more specific reference to the Landscape Character Assessment but because there are a number of different landscape areas within the District it will not be appropriate to refer specifically to each one in the policy. The Council also agrees with the objectors that suggest that there should be a criteria based approach to development based on the work in the Landscape Character Assessment. The detailed criteria will be included in the Development Control DPD. The Council is suggesting that the policy could be changed as set out below to explain in more detail what the Council's approach will be. There are no impacts in relation to the sustainability objectives as a result of the suggested changes.

Text to Support the Policy

15.3 The character of the countryside changes from from one area of the District to another but the landscape is predominantly agricultural. The particular character of any area comes from the relationship between the buildings, the landscape setting and the other features like historic lanes, field boundaries, trees and woodlands and historic parklands etc. The joint Landscape Character Assessment shows that much of the landscape in Uttlesford is highly sensitive to change, particularly the river valleys. The Landscape Character Assessment will form the basis for detailed policies in the Development Control DPD which will enable the sensitivity of the various landscape types within Uttlesford to be fully considered when the Council makes decisions on planning applications. Development will be expected to contribute to landscape improvements where these have been identified in the Landscape Character Assessment or other design guidance which has been approved by the Council e.g. village/town design statements.

Suggested Revised Policy

Landscape Character

Landscape character and local distinctiveness should be protected, conserved and where possible enhanced. Proposals for development will need to take into account the key characteristics, features and sensitivities to change of the relevant landscape character areas identified in the Landscape Character Assessment and contribute to landscape improvement.

15 Landscape Character

Question 19

Do you think the proposed changes overcome the objections to the previous policy. If not what other changes would you like to see?

Protecting Historic Environment 16

Policy in Preferred Options Consultation

DC 9 - Protecting the Historic Environment

Protect the historic environment and open spaces. Development that would harm sites of historic importance will not be permitted

Policy Context	
National Guidance	PPG15 - Planning and the Historic Environment PPG17 – Planning for Open Space, Sport and Recreation
East of England Plan	ENV6 – The Historic Environment
Uttlesford Local Plan	ENV1 - Design of Development within Conservation Areas ENV2 - Development affecting Listed Buildings ENV3 - Open Spaces and Trees ENV4 - Ancient Monuments and Sites of Archaeological Importance ENV9 - Historic Landscapes
Sustainable Community Strategy	<p>Issues</p> <p>Growth pressures will put increased stress on the district’s natural and built environment. This includes nature conservation and key habitats, valued landscapes, heritage and historic features, air and water quality, water resources outdoor recreation areas and the undeveloped countryside. The challenge will be to manage urban growth so that it does not damage these assets and so that the districts quality of life (in environmental and health terms) can be maintained and enhanced.</p> <p>Priorities</p> <p>Ensuring new development is sustainable Environmental Protection</p>
Relevant Studies	Historic Settlement Character Assessment - Uttlesford District Council 2007 Uttlesford District Historic Environment Characterisation Project 2009 - Essex County Council Green Space Audit - Uttlesford District Council 2006

Table 16.1 Protecting Historic Environment

16 Protecting Historic Environment

Summary of Responses to the Preferred Options Consultation

16.1 Natural England generally supports this policy but suggests that open space protection should be the subject of a separate policy. Essex CC Spatial Planning feel this policy could be improved by adding bullet points such as: Developments that would adversely affect nationally important heritage assets will not be permitted, Where development is permitted it should protect and enhance the area's historic environment. Dunmow Town Council, The Town Design Statement Group and the Town Strategy group have all suggested changes to this policy to make the policy more responsive to assessments of local character and distinctiveness through tools like the Town Design Statement

Comments, Suggested Action and Questions

Historic Environment

16.2 Protection of the historic environment is required by national and regional guidance so the Council does not think that there any alternative approaches to this issue.

16.3 In relation to the comments on the preferred options document the Council agrees that there should be reference to studies like Town Design Statements and the Conservation Area Appraisals in the text and policy. The Council is also suggesting that the comments made by English Heritage that open space etc should be dealt with in a separate policy has some merit and this is explored further below.

16.4 In relation to the historic environment the Council is suggesting the following rewording of the preferred options policy: There are no sustainability implications resulting from the proposed changes.

Text to Support the Policy:

16.5 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. 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. The historic environment is a fundamental part of the of the District's environmental infrastructure but it is sensitive to change as identified in the County Council's report on the historic environment and needs to be properly understood to make sure that it is managed and conserved because it can play an important role in shaping sustainable communities. There may be opportunities to enhance the historic environment and it is important that these are realised and that adverse impacts associated with development are minimised. It is proposed that the Council's long standing strategy of protecting the historic environment within the District should continue through the Core Strategy and subsequent DPDs. The Council will continue to work in partnership with archaeology, design and other specialists at the County Council and other organisations like CABI/English Heritage

Protecting Historic Environment 16

to make sure that only new development which protects and enhances the Historic Environment is approved. The Council has started a programme 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.

Suggested Revised Policy

Protecting the Historic Environment

Proposals for development will need to take into account the character of the locality including any features of historic importance, including archaeological deposits. Development will only be permitted where it protects, conserves and enhances any historically or architecturally important buildings or features and makes a positive contribution to the streetscene and/or landscape. Proposals for development should also take into account any relevant supplementary design or other Council approved guidance.

Question 20

Do you think this new policy will overcome the objections?

Open Space

16.6 The shortage of open space and play space has been identified as an issue for the District but so far the work on the core strategy has not specifically addressed this issue. The following new objective and policy is therefore suggested. The provision of additional open space has potential benefits for biodiversity. Additional open space, recreational facilities etc which are close to new homes have the potential to encourage walking and cycling and these facilities will have health impacts and are likely to benefit young people and increase the range of facilities in rural areas. The main disadvantage is that it could result in an increase in noise in areas which might not have been noisy before - appropriate mitigation will be needed to overcome this issue.

New Objective - Open Space

To protect existing open space, play, sport and recreational facilities and provide enough new facilities to meet the community's needs

16 Protecting Historic Environment

Text to Support the Policy

16.7 The Uttlesford Community Strategy in its key themes of young people matter and staying healthy stresses the value of being healthy and active and to achieve this making sure that there are enough community facilities for sport to meet current needs and the additional requirements arising from any new development is one of the identified aims. The Council has identified through a Green Space audit carried out in 2006 that there is a significant shortfall in children's playing space sites and outdoor sports provision in the 15 parishes with over 1,000 population. In order to address this issue it is important that existing playing provision is not reduced still further. Planning permission will only be granted for changes of use of existing playing fields/sports pitches when it can be demonstrated that there is no longer a use for the facility or where suitable replacement facilities are provided. All new residential development will need to provide formal play space and sports facilities in accordance with adopted standards or make a financial contribution towards joint provision. All such provision should be accessible. 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 provide maximum biodiversity benefits. Detailed policies and relevant standards will be included in the development control and site allocation DPDs and associated guidance.

Suggested New Policy

Open Space

Existing facilities for recreation, sport and play together with formal and informal open space that meets local need and adds value to the community will be safeguarded. New residential development will be required to include appropriate open space, play areas and other sports provision to meet the current and future needs of residents or contribute to the joint provision of new facilities or the enhancement of existing facilities in the area.

Question 21

Do you support the addition of this new objective, and policy in the Core Strategy - if not what additional changes would you like to see?

Protecting Nature Conservation and Geological Sites 17

Policy in Preferred Options Consultation

DC 10 - Protecting Nature Conservation and Geological Sites

Protect and where possible enhance sites that are designated for their importance to nature conservation or geology and non-designated sites of ecological value. Development that would adversely affect nationally designated sites or sites of local significance will not be permitted. Where development is permitted it should protect and enhance the site’s nature conservation interest. Development will be required to contribute to a network of biodiversity sites, green infrastructure and open spaces which link communities

Policy Context	
National Guidance	PPS9 – Biodiversity and Geological Conservation
East of England Plan	Policy ENV3 - Biodiversity and Earth Heritage
Uttlesford Local Plan	Policy GEN7 - Nature Conservation Policy ENV7 - The protection of the natural environment - designated sites Policy ENV8 - Other landscape elements of importance for nature conservation
Sustainable Community Strategy	<p>Priorities</p> <p>Growth pressures will put increased stress on the district’s natural and built environment. This includes nature conservation and key habitats, valued landscapes, heritage and historic features, air and water quality, water resources outdoor recreation areas and the undeveloped countryside. The challenge will be to manage urban growth so that it does not damage these assets and so that the districts quality of life (in environmental and health terms) can be maintained and enhanced.</p> <p>Issues</p> <p>Ensuring new development is sustainable Environmental Protection</p>
Relevant Studies	Appropriate Assessment - Uttlesford District Council 2007 Selected Review of Local Wildlife Sites in Uttlesford – Essex Ecology Services Ltd (ECCOS) 2007

Table 17.1 Protecting Nature Conservation and Geological Sites

17 Protecting Nature Conservation and Geological Sites

Summary of Responses to the Preferred Options Consultation

17.1 Natural England generally support the policy but consider there should be further policy guidance on nature conservation and enhancement of biodiversity and suggest the inclusion of objectives in the Essex Biodiversity Action Plan to reduce fragmentation of habitats, protect and strengthen populations of priority and protected species and enhance the biodiversity value of wildlife corridors. This policy could also address the consequences of climate change by protecting the integrity of natural systems and processes including, where relevant, coastal and river systems and allowing for habitat and landscape change. English Heritage object to policy DC10 stating that it is disappointing and should be expanded to reflect the importance of the districts heritage, they suggest referring to the conservation area appraisals. Cambridgeshire County Council seek changes to the policy to remove duplication of the first two bullet points with the PPS and additional policy for the provision of strategic green infrastructure consistent with policy ENV1 of the EEP. Seek a net gain in green infrastructure through the protection and enhancement of assets and provision of new green spaces. Expect development to aid the delivery and management of a strategic linked network of new and enhanced open spaces and corridors, including the use of financial contributions. Not permit development that would prejudice the continued creation of the Green Infrastructure network. In addition the following wording should be added to the supporting text associated with this policy: "Uttlesford District Council will liaise with neighbouring local authorities, including County Councils, to ensure that potential linkages between the Strategic Green Infrastructure Network and those in neighbouring authorities are recognised in the development of specific proposals". Dunmow Town Strategy Group, Dunmow Town Design Statement and Great Dunmow Town Council think that the policy should include reference to BAP species and mitigation where habitats or features are lost. Uttlesford Local Agenda 21 would like the scope of the policy to be widened to include protection of natural resources, including water.

Comments, Suggested Action and Questions

17.2 In relation to the comments received this Policy is not about district heritage – other policies cover these aspects (see Chapter 16). The Council is suggesting that reference should be made to the Conservation Area appraisals in the policy relating to the historic environment above. There is no need to expand the scope of this policy to include protection of natural resources since this is covered by policy DC13. Reference to the Biodiversity Action Plan (BAP) should be included.

17.3 The Council does not consider that there are alternative approaches to this issue - the protection of biodiversity and geological features is required by regional and national guidance.

17.4 In response to the comments above the Council is suggesting that the preferred options policy should be amended. The proposed changes are suggested to make the policy clearer and to refer to the Essex BAP. The overall assessment against the sustainability objectives has not changed as a result of the proposed changes to the policy wording. The Sustainability Appraisal of the preferred options document found that there was a potential conflict between protecting and enhancing the natural

Protecting Nature Conservation and Geological Sites 17

environment and providing residential development to meet local housing needs as set out in sustainability objective 19. In order to reduce this potential conflict residential development must be located in areas where the impacts on priority habitats, designated sites and other sites likely to be important for wildlife are reduced. Where new housing development is allowed it must provide biodiversity benefits if the development is to meet sustainability objectives.

Text to Support the Policy

17.5 The strategy is to protect and enhance biodiversity within the District. This will be achieved by actions taken by the Council and its partners, including the Essex Biodiversity Project and the Essex Wildlife Trust and through controls on new development.

17.6 When it considers proposals for development the Council will have regard to the Planning Policy Statement 9 - Biodiversity and Geological Conservation which provides guidance on protecting biodiversity and geodiversity, the Essex Biodiversity Action Plan and the Natural Environment and Rural Communities (NERC) Act 2006 which requires the district council, as a public body to have regard to the conservation of biodiversity when carrying out its functions.

17.7 There are no European or international wildlife sites in Uttlesford and the Core Strategy has been assessed under the Habitats Regulations to make sure the Core Strategy will not have any adverse effects on these sites elsewhere. The Council will make sure that statutory sites within the district such as Sites of Special Scientific Interest (SSSI) receive the highest level of protection and that the value of other designated sites is protected, for example Local Wildlife Sites (LoWS) and Regionally Important Geological Sites (RIGs). Sites with protected species, important habitats, and sites which are important for their historic landscape interest will be protected and where possible enhanced. These sites will be identified in the Development Control DPD and on the accompanying proposals map.

17.8 Brownfield sites and rural buildings can often be important for wildlife and any potential interest will need to be investigated before a decision on a development proposal is made. The Council will consult with Natural England about development proposals affecting statutory sites and sites where there are protected species and will consult the Essex Wildlife Trust about development proposals on other designated sites.

Suggested Revised Policy

Protecting Nature Conservation and Geological Sites

The Council will seek to optimise conditions for wildlife to improve biodiversity, implement the Essex Biodiversity Action Plan and tackle habitat loss and fragmentation. New development should not result in a reduction of the biodiversity value of sites or the priority habitats defined in the BAP. Development proposals should protect and where possible enhance sites

17 Protecting Nature Conservation and Geological Sites

that are designated for their importance to nature conservation or geology and non-designated sites of ecological value. New development will be required to contribute to a network of biodiversity sites, open spaces and green infrastructure which make links between communities and support wildlife.

Question 22

Do you think these suggested changes would overcome the objections to the preferred options policy. If not what other changes do you think should be made?

Function of the Market Towns 18

Policy in Preferred Options Consultation

DC 11 - Function of the Market Towns

The Council will encourage new retailing, commercial and other development which will maintain and enhance the roles of Saffron Walden and Great Dunmow as retail and service centres.

Policy Context	
National Guidance	PPS4 - Planning for Sustainable Economic Growth
East of England Plan	Policy SS6 – City and Town Centres Policy E5 – Regional Structure of Town Centres Policy E6 – Tourism Policy CSR1 – Strategy for the Sub-Region
Uttlesford Local Plan	Policy RS1 - Access to to retailing and services Policy RS2 - Town and Local Centres Policy RS3 - Retention of retail and other services in rural areas.
Sustainable Community Strategy	Business Priorities <ul style="list-style-type: none"> • Developing high value jobs in small businesses • Reduced Carbon footprint of local businesses • Reduce pockets of deprivation, poverty and low economic activity • Raise the benefits of local tourism
Relevant Studies	Uttlesford District Retail Study - Hepher Dixon 2006

Table 18.1 Function of the Market Towns

Summary of Responses to the Preferred Options Consultation

18.1 Highway Agency supports this policy, however, they stress the need for policies to be consistent with PPS6 and state that the impact on the trunk road network from out of town expansion should be considered. The supporting text will need to take account of Transport Assessments in line with circular 02/2007. Demand management measures include travel plans and parking management. The policy should identify that developers will be expected to mitigate residual impact upon the network. Support policy, however this will not be assisted by setting up competing centres in new settlements which will draw away population and spending power. Waitrose consider that policy DC11 should be clarified so that it refers to new development which maintains and enhances the role of the defined Town Centres. The Core Strategy should make clear the distinction between edge of town supermarkets and edge of centre locations as defined in PPS6. The potential for existing town centre foodstores to increase their

18 Function of the Market Towns

retail floorspace should be investigated in the first instance. Two Dunmow retailers are concerned about the potential impact of out of town shopping on the local businesses and stress the important role that smaller independent retailers play in the market towns. English Heritage and Newport PC object to this policy. Newport PC feels that DC11 is too generic and question how this will be achieved. English Heritage wishes to add 'Development must be of an appropriate scale and character and support town centre vitality and mixed use.' at the end of the policy. EERA consider that the policy does not provide a clear retail hierarchy and more detail is required in this area. There is an inconsistency between a retail policy that seeks to attract additional capacity to the edges of Great Dunmow and Saffron Walden and a preferred housing policy that says the towns are in effect saturated and unable to attract additional residents. Along with preferred housing strategy this policy will lead to additional road traffic journeys and increased congestion. Object to allowing new edge of town development, especially supermarkets. Friends of the Earth and Dunmow Town Council want the policy reworded to ensure greater control over edge of town development. Policy not sufficiently specific. Policy does not recognise the role of Saffron Walden and Great Dunmow as niche markets as a way of competing with urban settlements. Policy should refer to the need for town centre management policies to protect small retailers. Fails to identify the need for new retail to support a new settlement on land north-east of Elsenham. Tesco consider that the policy should be expanded to promote retail, commercial and other development in Stansted Mountfitchet, Thaxted and in the other key service centres. Policy should be expanded to include local centre and village shops or a new policy included which recognises the role of such shops and services to meeting resident's day to day needs. Opposed to the introduction of more retail floorspace on the edge of town or expansion of edge of town supermarkets. Strategy should concentrate of promoting the vitality and viability of the market town centres.

Comments, Suggested Action and Questions

18.2 It has become clear in considering the representations on the retail issues generally and the town centres that there needs to be greater clarity on what the Core Strategy approach to retailing district-wide should be, consistent with guidance in the new PPS4.

18.3 In order to inform the preferred approach the Council has commissioned an update of the 2005 retail study prepared by Hephher Dixon. Unfortunately the report will not be available until later in the year. The sections below set out what the Council currently thinks are the key retailing issues in the district but further consultation will be needed on the preferred policy framework once the updated retail study is available.

18.4 Within the district the two main towns are Saffron Walden and Great Dunmow. Saffron Walden is the largest town in Uttlesford but Great Dunmow is an important focus for residents in the southern part of the district. Outside these market towns retailing is limited and people rely on the market towns to meet their day to day shopping needs. There is a range of shopping outlets landside at Stansted Airport but this is unlikely to represent a realistic shopping destination for most people. Around Uttlesford key regional centres like Cambridge, Chelmsford and Harlow and the smaller centres of Braintree,

Function of the Market Towns 18

Haverhill and Bishops Stortford provide a much wider range of shops, services and recreational opportunities. The Hephher Dixon study identified a loss of expenditure to these nearby centres.

18.5 The Councils current view is that the Core Strategy objective should be to maintain a sufficient range of retail outlets to meet people's needs for convenience shopping locally without having to travel outside the district and to meet some, if not all comparison goods needs and also to protect the character of the towns and villages so that they continue to provide an attractive environment which encourages people to visit them.

18.6 Village services like village shops and public houses are important to local communities. Some villages also have specialist outlets like antique shops, garden centres etc. There have been losses of village services in recent years but the Council is generally unable to prevent such losses unless planning permission is required e.g. for a change of use. Where planning permission is required the Council will continue it's current approach of resisting a change of use if this would result in the loss of a key rural service.

18.7 There is a need for additional floorspace to be provided in the new settlement at Elsenham. Although there are a small number of existing retail outlets in Elsenham this will not meet the long terms needs of the increased population and the new village centre should include a foodstore, along with other shopping outlets and services appropriate to the size of the new settlement.

18.8 Two applications have recently been submitted for additional convenience floorspace in Saffron Walden. Tesco have applied for a 1,875m² (gross) extension at their existing edge of town store on Radwinter Road and Sainsburys have applied for a 6,322m² (gross) new store on edge of the town at Thaxted Road, where there is an existing planning permission for 3,058m² of comparison floorspace in the form of retail warehousing as part of a larger mixed use scheme including offices, industrial and storage and distribution uses.

18.9 The text supporting the Policy DC11 in the Preferred Options consultation suggested that additional floorspace could be allowed on the edge of the towns including the expansion of existing edge of town supermarkets subject to public consultation to establish need. This approach raised objections from some retailers in Saffron Walden and Great Dunmow and needs further testing. Alternative options to this approach would be to identify specific sites for future retail development in the site allocations development plan document (DPD). A second alternative would be to include criteria based policies in the Development Control DPD based on national guidance.

18.10 There is a risk in identifying specific sites that these may not meet the needs of the retail industry at the time and that the allocated sites will not come forward. Edge of town sites may have less impact on historic town centres but will be less likely to meet objectives seeking to encourage alternative modes of transport. A criteria based approach which would give more flexibility might help to address these issues.

18 Function of the Market Towns

Question 23

The Council would welcome your comments on this preliminary assessment of the issues which the retail strategy will need to address. Do you have any comments on the alternative approaches to new development suggested? Are there any other issues which should be considered?

Character of the Market Towns 19

Policy in Preferred Options Consultation

DC 12 - Character of the Market Towns

The existing historic features and open spaces will be maintained and safe, inclusive and accessible environments created in Saffron Walden and Great Dunmow. This will be achieved through new development which is of high quality and design led, and meets the needs of residents and visitors.

Policy Sources	
National Guidance	PPS1 – Delivering Sustainable Development PPS4 - Planning for Sustainable Economic Growth PPS7 – Sustainable development in rural areas PPG15 - Planning and the Historic Environment
East of England Plan	Policy ENV7 - Quality in the Built Environment
Uttlesford Local Plan	Policy ENV1 - Design of developments within Conservation Areas.
Sustainable Community Strategy	<p>Issues</p> <p>Growth pressures will put increased stress on the district’s natural and built environment. The challenge will be to manage urban growth so that it does not damage these assets and so that the districts quality of life (in environmental and health terms) can be maintained and enhanced.</p> <p>Priorities</p> <p>Ensuring new development is sustainable Environmental Protection The priority of making people feel safe will have implications for design of new development within the market towns.</p>
Relevant Studies	Historic Settlement Character Assessment - Uttlesford District Council 2007

Table 19.1 Character of the Market Towns

Summary of Responses to the Preferred Options Consultation

19.1 Both Newport PC and English Heritage object to this policy. Newport PC feels that it is too generic and questions how it will be achieved. English Heritage wish to change the policy wording to ‘The historic character and quality of the market towns

19 Character of the Market Towns

will be maintained and enhanced, including their layout, urban grain, views and built form. New development must be design led and based on thorough appraisal of historic interest to ensure successful integration with townscape and landscape, and to promote a sense of place in new neighbourhoods.' Policy is not sufficiently specific. Policy should state commitment to achieving sustainable communities. Great Dunmow Town Council, Great Dunmow Town Strategy Group and the Great Dunmow Town Design Statement group seek additional text setting out how development should meet specific design and other criteria.

Comments, Suggested Action and Questions

19.2 The Sustainable Community Strategy priority of making people feel safe will have implications for design of new development within the market towns – this is dealt with under policy DC13 (see Chapter 20) where all development will need to consider safety and security.

19.3 The wording suggested by English Heritage slightly modified might make for a more meaningful policy. A reference to approved guidance should also be included in line with the representations made by Dunmow Town Council etc. The proposed changes are suggested to make the policy clearer and to refer to other approved design guidance. The overall assessment against the sustainability objectives has not changed as a result of the proposed changes.

Text to Support the Policy

19.4 Saffron Walden and Great Dunmow offer a different type retailing experience to other towns and shopping centres nearby with a large number of independent retailers and an attractive environment of listed buildings, squares, medieval streets and open spaces. These differences are valued by residents and visitors alike and the aim is to retain and improve this high quality environment. Great Dunmow have produced a Town Design Statement and Saffron Walden has a Strategy for the Public Realm which highlight the important features of the town centres and seek to influence the design of future development. Successful new development should have it's own clearly defined identity which respects the existing townscape. Public and private spaces should be clearly defined and routes should be attractive, safe, uncluttered and work efficiently for everyone, including the elderly and disabled people. Where possible people should be able to move around without coming into conflict with traffic.

Suggested Revised Policy

Character of the Market Towns

The historic character and quality of the centres of the Market Towns will be maintained and enhanced, including their built form, layout, open spaces and views. New development must be accessible, of high quality, and design led, based on an appraisal of historic interest and any relevant approved design guidance to promote a sense of place in new development and make sure that it can be successfully integrated into the town.

Character of the Market Towns 19

Question 24

Do you have any comments on the proposed changes to this policy? Do you think this policy should remain as a separate policy or should it form part of the policy framework for the retail strategy outlined in Chapter 18?

20 Use of Natural Resources

Policy in Preferred Options Consultation

DC 13 - Use of Natural Resources

The district council will encourage development which:

- meets the needs of all potential users,
- reduces consumption of energy and water,
- minimises the production of pollution and waste,
- incorporates facilities for recycling water and waste

Policy Context	
National Guidance	PPS1 - Delivering Sustainable Development and supplement to PPS1- Planning and Climate Change
East of England Plan	Policy SS2 – Overall Spatial Strategy Policy WAT1 – Water Efficiency Policy WAT2 – Water Infrastructure Policy WAT3 – Integrated Water Management Policy WM1 – Waste Management Objectives Policy WM5 – Planning for Waste Management Policy WM6 – Waste Management in Development.
Uttlesford Local Plan	Policy GEN2 - Design Policy GEN5 - Light Pollution Policy ENV12 - Groundwater Protection Policy ENV13 - Exposure to poor air quality
Sustainable Community Strategy	<p>Issues</p> <p>The future pattern of new development must minimise greenhouse gas emissions and should also be built from sustainable materials, save water, minimise travel by car preserve biodiversity and be well adapted for future climate change impacts.</p> <p>Priorities</p> <ul style="list-style-type: none"> • Climate change mitigation • Climate change adaptation • Ensuring new development is sustainable • Environmental Protection • Waste Minimisation • Reduced carbon footprint of local businesses

Use of Natural Resources 20

Policy Context	
Relevant Studies	Uttlesford District Water Cycle Study, Stage 1, Hyder Consulting 2010 Uttlesford Strategic Flood Risk Assessment, JBA Consulting 2008

Table 20.1 Use of Natural Resources

Summary of Responses to the Preferred Options Consultation

20.1 ECC wish to replace 'encourage' with 'require'. Some minor rewording sought to 'ensure' rather than 'encourage' that development 'minimises' rather than 'reduces' the use of resources. Policy should be strengthened to ensure that development maximises recycling and reuse of resources, and reduces pollution and waste. Policy should be more specific, positive and set targets. Policy should include new bullet points stating that :- development uses building materials that are sustainable and development should maximise the use of previously developed land. EERA object saying that detailed policies should be included to address the sustainable management and minimisation of waste during development to achieve consistency with the Further Proposed Changes document. Question the possibility of meeting all the perceived needs of potential users sustainably. Therefore suggest that a better aim for bullet point one would be for development to "Provide adequate standards of comfort, safety and health"

Comments, Suggested Action and Questions

20.2 The suggested approach is consistent with national and regional guidance so alternatives are not being suggested. To reduce repetition the Council is suggesting that the policy and supporting text should be expanded to cover issues currently in policies LC2 and LC3 which are then proposed to be deleted. The text and policy should also be expanded to explain the preferred strategy in more detail and cover the issues raised in the consultation responses. The proposed changes improve the policy's consistency with sustainability objectives, particularly in relation to noise impacts, crime and reducing vandalism which were not previously addressed by this policy.

Text to Support the Policy:

20.3 The supply of previously developed land in the District is limited. In 2007/08 57% of gross dwelling completions were on PDL in 2008/09 this figure was 38% and the housing trajectory in the Annual Monitoring Report demonstrates an increasing reliance on greenfield sites to deliver the housing requirement. Although it is clear that not all the district's requirements for growth can be met on brownfield sites in order to make the best use of available land resources in the District the Council will continue to encourage the re-use of previously developed sites where these become available.

20.4 All development should meet or be capable of adaptation to meet the needs of different users, for today and in the future. Detailed criteria and standards for achieving this will be set out in the relevant development control policies and supplementary planning documents. Housing development should also incorporate the principles of

20 Use of Natural Resources

Lifetime Homes so that as people become less mobile the home is capable of adaptation to meet their needs. Working at home contributes to the reduction in the need to travel and new homes should also be designed to allow home working to take place.

20.5 Uttlesford is one of the safest places in the country with comparatively low levels of crime. However, one of the priority areas for the Sustainable Community Strategy is to make Uttlesford even safer. Through the effective use of community based partnerships, the aim is to deliver initiatives that will tackle persistent crime and disorder problems including anti-social behaviour, and address the causes of crime through early intervention initiatives across service areas. The planning system has a role to play in this since the Council can make sure that the design of new buildings and the layout of sites reduces opportunities for crime and provides safe environments. The Essex Design Guide and Urban Place Supplement includes advice on making public space feel safer. The Council will seek advice from the Urban Design team at the County Council and the Essex Police Architectural Liaison Officer on larger schemes.

20.6 All development should be located in areas free of risk. Flood risk is discussed in relation to policy DC15 below. There are areas within the District related to the airport e.g. the public safety zones and long distance fuel pipelines where certain types and scale of development should not be allowed because of the increased risks. The Council will work with the HSE and other organizations to make sure development is limited to those areas where the risks are minimal.

20.7 Water use in Uttlesford is high. The current average per capita consumption (PCC) for the Three Valleys Water, Northern Water Resource Zone which supplies Uttlesford is 166 litres per person per day (l/p/d). The Government has set an aspirational target in Defra's "Future Water" Document for an average PCC across all dwellings of 130 l/p/d. Defra predict this target can be achieved by 2030 through a combination of water efficiency measures and demand management measures such as low consumption appliances and fittings and changes in metering and tariffs. The Code for Sustainable Homes has much more stringent targets with 120 l/p/d for Code levels 1 and 2, 105 l/p/d for Code levels 3 and 4 and 80 l/p/d for Code Levels 5 and 6. It is important that development is designed so that initial water use is reduced and arrangements are made for water to be re-used where possible detailed requirements will be set out in the development control DPD.

20.8 Uttlesford has been very successful in encouraging residents to recycle their domestic waste. The proportion of household waste being recycled or composted in 2007/8 was the highest in Essex which meant that Uttlesford had the lowest proportion of waste collected going to landfill. The Council in it's role as waste collection authority, in partnership with Essex County Council will continue to encourage recycling by making appropriate facilities available throughout the district. There is a Civic Amenity site in Saffron Walden and a new site is being planned in Great Dunmow to provide facilities for the south of the district. New buildings should incorporate space for recycling and collection of compostable materials. New development should minimise non-renewable resource consumption including building materials and by re-using and recycling construction and demolition waste.

Use of Natural Resources 20

Poor air quality is not generally an issue in Uttlesford but there are localized issues in a number of areas. There are three air quality management areas within Saffron Walden. These are at key traffic junctions within the town (High Street/George Street, High Street/Castle Street and Thaxted Road/East Street/Radwinter Road) where Nitrogen Dioxide levels are raised due to traffic and congestion. The potential impact on air quality will need to be taken into account when proposals for future growth are being considered in Saffron Walden. The amount of additional traffic feeding into these key junctions and the potential for mitigation will be important considerations. There are potential air quality issues alongside the M11 and the A120 and further policy advice will be developed in the light of updated data from the Highways Agency. Some areas within the District are subject to noise disturbance, particularly from aircraft taking off and landing at Stansted Airport and the council will continue to direct housing and other noise sensitive development away from those areas most affected by noise in accordance with national guidance. Where there is known or suspected to be contamination of a potential development site the Council will expect an assessment to be carried out and appropriate mitigation measures agreed before development takes place.

Suggested Revised Policy

Sustainable Development and Use of Natural Resources

All development should be sustainable, of high quality and meet the needs of users with minimal impacts on health, the natural environment and general amenity. In order to achieve this development should:

- **meet the highest standards of accessibility and inclusion for all people regardless of disability, age or gender. The Council will encourage all new homes to be designed to lifetime homes principles so that they can be readily adapted to meet the needs of those with disabilities and the elderly**
- **be designed with safety and security in mind, include measures to address crime and disorder and where possible meet “secured by design” standards**
- **minimise consumption of water and make provision for water recycling.**
- **minimise the production of waste and make provision for waste recycling.**
- **use sustainable building materials and techniques**
- **minimise pollution - the impacts of noise, light, smell, dust, electro magnetic radiation or exposure to pollutants must be taken into account in locating development, during construction and in use and appropriate mitigation measures included.**

20 Use of Natural Resources

Question 25

Does this policy cover all the relevant issues? Do you agree that this suggested policy covers the issues in Policy LC2 and LC3 which could now be deleted?

Renewable Energy 21

Policy in Preferred Options Consultation

DC 14 - Renewable Energy

Renewable energy and low carbon technologies will be supported for single buildings and neighbourhoods where the benefits outweigh any other relevant local and wider environmental, economic, social and other considerations.

Policy Context	
National Guidance	Supplement to PPS1 - Planning and Climate Change PPS22 - Renewable Energy and Companion Guide
East of England Plan	Policy SS1 - Achieving Sustainable Development Policy ENV7 – Quality in the Built Environment Policy ENG1 - Carbon Dioxide Emissions and Energy Performance Policy ENG2 – Renewable Energy Targets
Uttlesford Local Plan	Policy ENV15 - Renewable Energy and SPD on Energy Efficiency
Sustainable Community Strategy	<p>Issues</p> <p>High per capita carbon dioxide emissions. Rural nature of the district leads to dependence on private cars and use of high emission fuels for heating. Opportunities and challenges for Uttlesford in increasing the supply of renewable energy.</p> <p>Priorities</p> <p>Climate change mitigation Climate change adaptation Ensuring new development is sustainable Environmental Protection Waste Minimisation Reduced carbon footprint of local businesses.</p>
Relevant Studies	Low/Zero Carbon, Renewable Energy for Uttlesford, Altechnica, 2008

Table 21.1 Renewable Energy

Summary of Responses to the Preferred Options Consultation

21.1 Natural England supports renewable energy, provided that important wildlife, habitats and landscape character are not adversely affected. Renewable energy and low carbon technologies should be ‘encouraged’ or even ‘required’. Newport PC feels

21 Renewable Energy

that the policy is too generic and questions how it will be achieved. Additional text is suggested stating that the policy should not be used to prevent the erection of turbines and the installation of solar technologies on buildings. Policy too vague. Need to set criteria where the benefits outweigh the other considerations otherwise the caveat makes the policy too weak. A target should be considered. Fails to recognise the need for a District wide strategy aimed at reducing carbon emissions overall. The policy as drafted confuses the issues of renewable energy and "low carbon technologies". EERA object to the policy saying that there is no policy consistent with policy ENV7 in the EEP on sustainable construction. Policy should be concerned solely with removing barriers to the siting or development of new innovations such as wind turbines, CHP plants and other energy generation development. It should not seek to control the use of power within dwellings or be concerned with the fabric of the building which is covered adequately by the Code for Sustainable Homes. No reason or evidence base why the Council should seek financial compensation from developers of new housing for carbon reduction programmes within the existing housing stock elsewhere in the District. British Wind Energy Association recommend that DC14 be revised in order to make the policy more concise: - reference to single buildings and neighbourhoods is removed due to the unnecessary "catch all" nature of the phrase; latter section of the policy be refined, referring specifically to concerns relating to landscapes, ecological conservation issues or residential and recreational amenity.

Comments, Suggested Action and Questions

21.2 The Council considers that the policy could be amended to better reflect the guidance in PPS22 and the companion guide and take account of the comments made. PPS22 says that guidance should be provided in relation to both stand alone renewable energy schemes and the integration of renewable energy into new development. At the moment the policy suggested in the Preferred Options document only relates to stand alone schemes. The intention was that the integration of renewable energy should be included in the Development Control policies but in view of the potential time lag between the adoption of the core strategy and the adoption of the Development Control DPD and the possibility of planning applications for major schemes coming forward during this period the Council now considers that the Core Strategy should give some policy steer. The proposed changes to the policy make it more consistent with advice in PPS22 and the East of England Plan but overall impacts on the sustainability objectives are not affected.

Text to Support the Policy:

21.3 Uttlesford has the highest per capita carbon dioxide emissions in Essex at 12.4t per person - the Essex average is 7.31t (Source: Strategic Environmental Assessment Baseline Information Profile 2009-2010, Essex County Council) 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, LPG and electricity. The Council has developed a climate change strategy and action plan for addressing the causes and effects of climate change in the district. It represents fulfilment of a commitment the council made by signing the Nottingham Declaration on Climate Change. The main objective of the strategy is to reduce the greenhouse gas emissions (principally

Renewable Energy 21

CO₂) from council operations and from the district as a whole, and to make preparations for predicted climate change impacts. The principal target is a 25% reduction in the greenhouse gas emissions under the Council's direct control by 2011/12 compared to 2006/07. The target for the district as a whole is an 80% reduction by 2050 and the Council is working in partnership with other organizations to achieve this target.

21.4 Spatial planning must minimise carbon emissions if an overall reduction from the District is to be achieved. Other policies in the Core Strategy try to encourage development which through its location and design has the potential to reduce the need to travel by car.

21.5 The government's strategy, among other things, is to increase the supply of renewable energy. The Altechnica study commissioned by Uttlesford Futures has shown that there is potential for a large proportion of the district's energy needs to be met by renewable and low carbon technologies within the district. Development on a larger scale such as wind farms or agricultural biomass production will be challenging in Uttlesford because of the rural nature of the District but where schemes can be implemented without causing damage to environmental and other interests these will be supported.

21.6 Improving energy efficiency offers potential for reducing emissions from the district and can reduce energy costs for householders and businesses. Government policy is for new housing to be 'zero carbon' in 2016 and commercial buildings zero carbon by 2019. The Council currently operates a policy to seek energy efficiency improvements to existing properties which are being extended and it will continue to look at ways to improve the energy efficiency of the existing housing stock. This will include investigating the feasibility of new development making a financial contribution to a carbon offset fund which could then be used to help finance schemes to cut energy use or produce renewable energy elsewhere in the district.

21.7 The Council has current guidance in its SPD on Energy Efficiency which says that the Council will expect that in all new developments larger than 1,000m² or 5 homes that at least 10% of the predicted energy requirements for the development will be provided from renewable or low carbon energy sources. Additional viability work is currently being carried out. This may have implications for the deliverability of this policy in the future and this will be subject to further assessment. If it is considered to be sound approach requirements will be included in the development control DPD.

21.8 Detailed requirements for renewable energy and energy efficiency will be set out in development control and site allocation policies and related guidance.

Suggested Revised Policy

Renewable Energy and Energy Efficiency

All new development should be located and designed to be as energy efficient as possible and include renewable or low carbon energy sources within the development to reduce CO₂ emissions.

21 Renewable Energy

Proposals to generate energy from renewable sources will be permitted except where there are overriding environmental, ecological, heritage, landscape, amenity or other constraints. Provision should be made for the site to be cleared and reinstated if the operation ceases.

Question 26

Do you think that the proposed changes will overcome the objections and provide a sound strategy for use of renewable energy in the District?

Reducing Flood Risk 22

Policy in Preferred Options Consultation

DC 15 - Reducing Flood Risk

The Council will seek to allocate development beyond the floodplain. Flood risk assessments will be required for appropriate sites and management sought. In accordance with the sequential approach the most vulnerable development will be directed to areas of lowest flood risk.

Policy Context	
National Guidance	PPS 25 - Development and Flood Risk
East of England Plan	Policy WAT4 - Flood Risk Management
Uttlesford Local Plan	Policy GEN3 - Flood Protection
Sustainable Community Strategy	There are no specific actions relating to flood protection but climate change mitigation and adaptation are two priorities for the Protecting the Environment theme and flood protection is an element of this.
Relevant Studies	Uttlesford Strategic Flood Risk Assessment - JBA Consulting 2007 Uttlesford Water Cycle Strategy - Hyder Consulting 2009

Table 22.1 Reducing Flood Risk

Summary of Responses to the Preferred Options Consultation

22.1 Recommend that it should mention Sustainable Urban Drainage (SUDs). Natural England suggests the policy should include 'Development will be required to incorporate SUDs to manage surface water drainage.' The Environment Agency object to the policy and suggest amendments to policy.

- There is insufficient reference in the Core Strategy to the SFRA however you may feel that the detail is more appropriate at the more detailed Development Control Policy level rather than the Core Strategy level.
- Suggest that in the Core Strategy or DC DPD problem areas identified in the SFRA should ensure that the drainage scheme will not increase flood risk or should reduce the burden to existing systems.
- Our recommend approach to windfall sites is that the Sequential Test issue should be dealt with up front ready for when windfall sites come up. A policy could be applied, at the strategic level, which states when a windfall site may/may not be appropriate.

22 Reducing Flood Risk

- The aim of PPS25 is to steer all development, regardless of vulnerability, to areas of lowest flood risk' and not just the 'most vulnerable development. The policy wording does not conform to national guidance and, in our view, would be unsound. The Council may wish to delete the wording 'the most vulnerable' from the second sentence of Policy DC 15, which would overcome this issue of unsoundness.
- A separate policy should also be included to promote sustainable drainage systems (SUDS) to reduce flood risk in line with the work done in the SFRA. However it is appreciated that a separate policy on SUDS may be too detailed for the Core Strategy level and would be more appropriate at the Development Control Policy level.

Policy should be more strongly worded to 'only' allocate development beyond the floodplain as defined by EA guidance other than in most exceptional circumstances, seek management and mitigation measures if development is exceptionally approved and show that the run off will have no detrimental effect on watercourses or ground conditions. There can be no justification for allowing developments on any recognised floodplain.

Comments, Suggested Action and Questions

22.2 No alternative approaches have been tested because the need for flood protection is required by national and regional guidance. The Council is suggesting that the wording of the policy and text should be changed to reflect the comments made by the Environment Agency with the exception of including details of the requirements for sustainable drainage schemes. This will be included in the Development Control and Site Allocations DPDs as appropriate. The proposed changes do not give rise to any adverse impacts in relation to the Sustainability Objectives.

Text to Support the Policy

22.3 The Council has commissioned a Strategic Flood Risk Assessment (SFRA). A thorough review of existing information and additional modelling work was used to identify the level of flood risk at present within the District from fluvial and other sources. The SFRA identified that the significant source of flood risk within the District was fluvial with only a few incidences of groundwater and sewer flooding. The fluvial flood risk was separated into four flood zones in line with advice in PPS25. Just over 96% of the District falls within Flood Zone 1 where there is a low probability of flooding. 2.3% of the district falls within the functional floodplain and the remainder is within Zone 2 (Medium Probability) – 0.6% and Zone 3a (High Probability) 0.4%. The scale of development required can be provided on land which is at the lowest risk of flooding. Development in certain locations may cause flood risk elsewhere as a result of run off. 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. A Flood Risk Assessment will be required for each site in accordance with advice published by the Environment Agency. The Council will work with the Environment Agency to achieve sustainable local flood mitigation measures as part of the development. Detailed requirements will be set out in the Development Control and Site Allocations DPDs.

Reducing Flood Risk 22

Suggested Revised Policy

Reducing Flood Risk

The Council will allocate development on land beyond the floodplain as defined on the Environment Agency Flood Map. Flood risk assessments will be required for relevant development sites and appropriate management sought. In accordance with the sequential test in PPS25 all development will be directed to areas of lowest flood risk.

Question 27

Do you support the proposed changes to this policy. If not what other changes do you think should be made?

23 Land within the Airport

Policy in Preferred Options Consultation

DC 16 - Land within the Airport

Efficient use of land within the airport boundary should be made whilst protecting the environmental assets of the site and avoiding unnecessarily prominent structures.

Policy Context	
National Guidance	Airports White Paper "The Future of Air Transport" - December 2003
East of England Plan	Policy E7 - The Region's Airports
Uttlesford Local Plan	Policy AIR1 - Development in the Terminal Support Area Policy AIR2 - Cargo Handling/Aircraft Maintenance Area Policy AIR3 - Development in the Southern Ancillary Area Policy AIR 4- Development in the Northern Ancillary Area Policy AIR 5- The Long Term Car Park Policy AIR 6 - Strategic Landscape Areas
Sustainable Community Strategy	No specific issues or priorities.
Relevant Study Work	None

Table 23.1 Land within the Airport

Summary of Responses to the Preferred Options Consultation

23.1 Natural England shares the Council's concerns over carbon gas emissions and its impact on climate change, but objects to the policy and wishes to see the policy revised to more fully reflect objectives 15-19 if it is to successfully establish a sustainable development framework for the future growth of the airport. EEDA object to the objectives and the policy as it underplays the potential role of the airport for the wider region and the positive effects that its growth could have through an integrated response particularly in relation to some of the regions most deprived areas such as Harlow, Luton and the Thames Gateway. The policy needs to be developed further to consider and plan for land in close proximity to the airport. It should advise that proposals for airport-related and supporting uses (such as business, accommodation, leisure and tourism, surface access etc) will most appropriately be located at sites in close proximity to the airport. Policy should be reworded to ensure that the employment and economic potential of the site is maximised and that the operator will prepare a master plan and business plan prior to submitting proposals for new employment generating development. BAA object to the policy stating that it should refer to making efficient use of land within both the existing and future expanded airport boundary. SSE object to the policy stating that

Land within the Airport 23

it could be read as supporting further airport capacity and should be amended referring only to essential development supporting the operational needs of the airport. Policy DC16 is not considered necessary as it appears to repeat national and regional planning guidance on making efficient use of land, protection of environmental assets, and securing high quality design. West Essex PCT seeks the rewording of the policy to ensure any significant expansion of the Airport provides for suitable social infrastructure including community facilities. Need to explicitly define those activities directly related to the airport.

Comments, Suggested Action and Questions

23.2 Alternative approaches in relation to development at the airport are discussed in more detail in Chapter 3. The Council's assessment is that the most likely scenario for growth at the airport is full use of the existing runway. This policy is compatible with this scenario so no changes are being proposed and there are no sustainability implications.

24 Development at the Airport

Policy in Preferred Options Consultation

Policy DC 17 - Development at the Airport

The design qualities of the existing terminal building and strategic landscaping of the site should act as a benchmark for subsequent phases of the development to ensure that facilities respect the countryside setting and provide a high standard of passenger experience for all users, especially if their mobility is impaired or they have some other disability.

Policy Sources	
National Guidance	Airports White Paper "The Future of Air Transport" -December 2003
East of England Plan	Policy E7 - The Region's Airports
Uttlesford Local Plan	Policy AIR1 - Development in the Terminal Support Area Policy AIR2 - Cargo Handling/Aircraft Maintenance Area Policy AIR3 - Development in the Southern Ancillary Area Policy AIR4 - Development in the Northern Ancillary Area Policy AIR5 - The Long Term Car Park Policy AIR6 - Strategic Landscape Areas
Sustainable Community Strategy	No specific issues or priorities
Relevant Study Work	None

Table 24.1 Development at the Airport

Summary of Responses to the Preferred Options Consultation

24.1 English Heritage Support this policy, however, they feel it may be appropriate to seek stronger controls over ancillary buildings as they have the potential to undermine the objective of this policy. Natural England shares the Council's concerns over carbon gas emissions and its impact on climate change, but wishes to see the policy revised to more fully reflect objectives 15-19. EEDA states that the objectives and policies DC16 and 17 underplay the airports potential role for the wider region and the positive effects its growth could have.

Development at the Airport 24

Comments, Suggested Action and Questions

24.2 Alternative approaches in relation to development at the airport are discussed in more detail in Chapter 3. The Council's assessment is that the most likely scenario for growth at the airport is maximum use of the existing runway. This policy is compatible with this scenario so no changes are being proposed and there are no sustainability implications.

25 Transport

Policy in Preferred Options Consultation

DC 18 - Transport

The necessary transport infrastructure and service capacity to serve the airport must be secured and public transport mode share must be maintained and improved where reasonably practical. An integrated approach must be demonstrated within the framework of a surface access strategy.

Policy Context	
National Guidance	Airports White Paper "The Future of Air Transport" - December 2003
East of England Plan	Policy T12 - Access to Airports Policy E7 - The Region's Airports
Uttlesford Local Plan	No specific local plan policy dealing with access to the airport.
Sustainable Community Strategy	<p>Issues</p> <p>Car ownership and use within Uttlesford is relatively high. Uttlesford Futures recognises the important role the car has in meeting transport and accessibility needs in this rural area and the challenge of promoting better use of public transport</p> <p>Priorities</p> <p>Reduce car travel by promoting realistic alternatives Improve cycling and walking facilities Provide accessible and up-to-date information on public transport</p>
Relevant Study Work	

Table 25.1 Transport

Summary of Responses to the Preferred Options Consultation

25.1 Newport PC objects to this policy stating that this is a county issue and the document does not set out the requirements on developers to benefit the occupiers in terms of transport. SSE object to the policy because there is an implicit assumption that the airport will be expanding. The policy needs to be far more specific, identifying schemes, linking to passenger growth thresholds and with a CO2 limit. UDC cannot make decisions on transport. Transport is a County level issue. The document demonstrates no joined up thinking or requirements being placed upon developers to

Transport 25

benefit the occupiers of properties in terms of transport. Policy should take a district-wide view of the subject – the airport is not the only destination in Uttlesford. This whole policy needs revision. Great Dunmow TC feels that this needs to be far more specific identifying schemes linking to passenger growth thresholds and with a co2 limit. The proposed road changes that would result from the G2 expansion of Stansted Airport are effectively isolating Elsenham. UDC have accepted flawed research done by developers without checking the validity of their data or conclusions

Comments, Suggested Action and Questions

25.2 The District Strategy for access and transport is described more fully in chapter 7 - this section is about access to the airport and the title of this policy could be changed to Access to Stansted Airport to make that clear. Transport is a district issue because a sound Core Strategy needs to be based on sustainable principles which includes reducing car use. Transport issues also have to be taken into account in the determination of planning applications. Alternative approaches to development at the airport are discussed in more detail in Chapter 3. The Council's assessment is that the most likely scenario for growth at the airport is full use of the existing runway. The Council is not suggesting any changes to this policy but is suggesting the following text to support the policy to make clear the framework within which the surface access needs of the airport will be met. No changes are proposed to this policy so there are no sustainability implications.

Text to Support the Policy

Stansted Airport is an regional interchange centre (RIC) where people are able to change easily from one form of travel to another. East of England Plan Policy T12 - Access to Airports sets out as a key priority the need to make sure that airport surface access provision reinforces the shift to more sustainable travel. Stansted has the highest air passenger public transport mode share of any UK airport (47.1% in November 2009). There is a new Surface Access Strategy for the airport called "Leading the way forward" which runs from 2008-2015. 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 required to be imposed by the Highways Agency. All these documents provide the framework within which the surface access needs of the airport as currently permitted to develop will be managed.

Question 28

Do you think that the proposed changes explain the strategy for access more clearly?

26 Health and Community Facilities

Policy in Preferred Options Consultation

LC 1 - Health and Community Facilities

Health and other community facilities will be required as part of development proposals.

Policy Sources	
National Guidance	PPS1 - Delivering Sustainable Development
East of England Plan	Policy SS1 Achieving Sustainable Development
Uttlesford Local Plan	No specific policy
Sustainable Community Strategy	<p>Issues</p> <p>The staying healthy theme focuses on supporting the well-being of residents by delivering safe, attractive and healthy places to live and making sure enough health facilities and other community facilities e.g. for sport are provided to meet current needs and the additional requirements arising from any new development. Strive to make sure that all children achieve the five "Every Child Matters" outcomes including being healthy and staying safe.</p> <p>Priorities</p> <ul style="list-style-type: none"> Determine gaps in provision of services Develop a co-ordinated approach to planning, commissioning and delivering services Reduce rural deprivation by improving access to services Provide an environment for a thriving voluntary sector
Relevant Studies	No specific study work carried out but ongoing discussion with the West Essex PCT.

Table 26.1 Health and Community Facilities

Summary of Responses to the Preferred Options Consultation

26.1 Sport England East supports this policy, however they wish to see a specific policy relating to the protection of existing open spaces and sport and recreation facilities. Great Canfield PC requires the policy to say that the provision of these should be timed so that existing services are not degraded beyond a specific limit. This is a strong, simple and clear policy that is a model for the delivery of all the other objectives in the Core Strategy. Support from a developer promoting their site stating that it would provide

Health and Community Facilities 26

all the facilities needed. A developer is in support, however suggests the addition of the phase 'where need is demonstrated as a result of such development. NHS West Essex supports this policy, however they wish to see reference to the need of developer contributions towards health and community facilities. Government Office for the East of England suggests that this policy repeats parts of policy DC3 relating to the developer providing health and community facilities. They suggest deletion of material that repeats other policies. More detail is also needed about how regard has been had to other plans and strategies. Dunmow Town Strategy Group and Dunmow Town Council have suggested changes to this policy to include partnership working with other stakeholders, not just the PCT. Reference should be made to delivery mechanisms to make sure facilities are brought forward in the right locations at the right time. They state that where the necessary infrastructure cannot be guaranteed through the above mechanisms permission may be refused or granted so as to phase development accordingly. Friends of the Earth suggest that there is inadequate description of facilities that should be required and details of standards should be included or there should be reference to an SPD on the subject. The policy should make reference to specific recreational and community facilities. East of England Regional Assembly considers more detail is required on culture/leisure for consistency with policies C1 and C2 in the RSS. Policy LC1 does not refer to the need for dedicated facilities for young people, particularly the 13 to 19 year age group.

Comments, Suggested Action and Questions

26.2 Health and well being is a key strand of the Sustainable Community Strategy so it is important that it is addressed in the Core Strategy but the policy as it is currently worded adds little to the requirements which are already set out in some detail elsewhere in the Core Strategy.

26.3 In addition to the direct provision of health services and facilities the indirect benefits which will be brought about by policies elsewhere in the plan e.g. through the provision of open space, opportunities for walking and cycling will also bring health benefits.

26.4 The policy relating to the protection of existing open spaces and sport and recreation facilities being sought by Sport England is included elsewhere (see Chapter 16)

26.5 The Council is proposing that this policy should be deleted because it duplicates policy criteria set out elsewhere in the Core Strategy. The sustainability objectives are met by these other policies and there are no adverse impacts arising from the proposal to delete this this policy.

Question 29

Do you agree that this policy should be deleted because these issues are covered by other policies in the Core Strategy?

27 Health Impacts

Policy in Preferred Options Consultation

LC 2 - Health Impacts

The health impacts of development resulting from noise, smell, dust, electro magnetic radiation or exposure to pollutants must be taken account into during construction and in use and appropriate mitigation measures included.

Policy Context	
National Guidance	PPS23 - Planning and Pollution Control
East of England Plan	
Uttlesford Local Plan	GEN 5 - Light Pollution ENV10 - Noise sensitive development and disturbance from aircraft ENV11 - Noise Generators ENV12 - Groundwater Protection ENV13 - Exposure to poor air quality ENV14 - Contaminated Land
Sustainable Community Strategy	The staying healthy theme focuses on supporting the well-being of residents by delivering safe, attractive and healthy places to live and making sure enough health facilities and other community facilities e.g. for sport are provided to meet current needs and the additional requirements arising from any new development.
Relevant Studies	No specific study work

Table 27.1 Health Impacts

Summary of Responses to the Preferred Options Consultation

27.1 Support, but change 'account into' to 'into account'. Dunmow Town Strategy Group and Dunmow Town Council have suggested that reference to developers carrying out EIA or a Health Impact Assessment to demonstrate how significant health impacts have been mitigated should be included in this policy. The policy should be more specific.

Comments, Suggested Action and Questions

27.2 The Council is suggesting that the focus and scope of policy DC13 should be widened to include this issue (see chapter 20) and that this policy should be deleted. The Council is proposing to delete this policy because it duplicates policy criteria set out elsewhere in the Core Strategy. The sustainability objectives are met by these other policies and there are no adverse impacts arising from the proposal to delete this policy.

Health Impacts 27

Question 30

Do you agree that this issue is covered by Policy DC13 and that this policy should be deleted?

28 Accessibility

Policy in Preferred Options Consultation

LC 3 - Accessibility

All development must include the highest standards of accessibility and inclusion for all people regardless of disability, age or gender.

Policy Context	
National Guidance	Planning Policy Statement 1 - Delivering Sustainable Development
East of England Plan	Policy SS1: Achieving Sustainable Development
Uttlesford Local Plan	Policy GEN1 - Access Policy E3 - Access to workplaces Policy LC2 - Access to leisure and cultural facilities Policy RS1 - Access to retailing and services
Sustainable Community Strategy	Access to services is a recurring theme which Uttlesford Futures seeks to improve by making sure that services are available to communities in the right locations and at the right times and individuals are able to access them through appropriate means of transportation.
Relevant Studies	No specific study work undertaken

Table 28.1 Accessibility

Summary of Responses to the Preferred Options Consultation

28.1 Great Dunmow Town Council questions the need for this policy as the issue is captured in other policies. If the policy was to remain they wish to see set criteria and specific types of development identified.

Comments, Suggested Actions and Questions

28.2 The Council agrees that issues in this policy are covered elsewhere, namely in policy DC13 as revised in this document so it is suggesting that policy LC3 above should be deleted. The Council is proposing to delete this policy because it duplicates policy criteria set out elsewhere in the Core Strategy. The sustainability objectives are met by these other policy criteria and there are no adverse impacts arising from the proposal to delete this policy.

Accessibility 28

Question 31

Do you agree that this policy repeats issues covered in Policy DC13 and could be deleted?

Appendices

Appendix 1 - The Evidence Base

The key information the Council has used to prepare this document is taken from various sources which make up the "evidence base". Most of the documents are available on the Council's website or you can look at copies at the Council's Offices in Saffron Walden. Other documents may be included as new work is done to inform various stages of the LDF and some documents which were prepared earlier on in the process will be updated.

The Evidence Base	
Document	Scope
<p>Sustainability Appraisal and Strategic Environment Assessment</p> <p>Scoping Report - White Young Green, April 2006</p> <p>Initial Sustainability Appraisal of the Core Strategy Options - White Young Green, 2007</p> <p>Sustainability Appraisal of the Preferred Options - White Young Green, 2007</p>	<p>A systematic and continuous assessment of the social, environmental and economic effects of the strategies and policies in the Local Development Framework</p>
<p>Option 4 - A suggested distribution of housing, Sustainability Appraisal,</p> <p>Uttlesford District Council, 2009</p>	<p>Assesses six options for delivering the balance of housing required for Option 4 against the sustainability objectives.</p>
<p>Core Strategy - Comparative Sustainability Assessment,</p> <p>Uttlesford District Council, 2009</p>	<p>A comparative assessment of the sustainability implications of various development scenarios.</p>
<p>Strategic Environmental Assessment, Baseline Information Profile</p> <p>Main Report, Executive Summary and review of Plans and Programmes</p> <p>2009-2010</p> <p>Essex County Council - 2009</p>	<p>This annual report provides an up to date information base on key aspects of the social, economic and environmental characteristics of the District.</p>

Appendices

The Evidence Base	
Document	Scope
Appraisal of Employment Land Issues Public and Corporate Economic Consultants (PACEC) - 2006	An assessment of the current use and future need for employment land within Uttlesford
Employer and Business Survey CN Research 2009	A questionnaire commissioned by the Uttlesford Strategic Partnership to establish the business needs of small and medium size enterprises within Uttlesford District
District Retail Study Hephher Dixon - 2005	Examines the future retail needs and capacity within the District
Housing Land Supply Uttlesford District Council - 2009	Annual Study showing dwelling completions and sites with outstanding planning permission
Strategic Housing Market Assessment 2008 (SHMA) London Commuter Belt (East)/M11 Sub-Region Opinion Research Services and Savills - 2009	A joint study for Brentwood Borough Council, Broxbourne Borough Council, East Herts District Council, Epping Forest District Council, Harlow District Council and Uttlesford District Council. Assesses housing need and demand within the London Commuter Belt East M11 Sub-Region.
Strategic Housing Land Availability Assessment 2008 (SHLAA) Uttlesford District Council - 2009	Study of potential housing on sites within the district up to 2026
Looking Back, Moving Forward - Assessing the housing needs of Gypsies and Travellers in Essex Salford Housing and Urban Studies Unit and University of Salford Essex Planning Officers Association - 2006	Assesses the accommodation needs of Gypsies and Travellers in Essex
Essex Gypsy and Traveller Accommodation Assessment Fordham Research 2009	To quantify the accommodation and housing related support needs of gypsies and travellers.

Appendices

The Evidence Base	
Document	Scope
<p>The Essex School Organisational Plan 2008-2013 Essex County Council</p>	Identified surplus and deficit capacity in Secondary and Primary Schools
<p>Essex Local Transport Plan 2006-2011 (LTP2) Essex County Council</p>	The Local Transport Plan defines the work of Essex County Council for the period from 2006-2011 and sets out what transport schemes are likely to be delivered and when. Work on the new plan - LTP 3 began at the end of 2009.
<p>Uttlesford Transport Analysis Essex County Council 2010</p>	A comparative assessment of the transport implications of various development scenarios.
<p>Braintree, Brentwood, Chelmsford, Maldon and Uttlesford, Landscape Character Assessment Chris Blandford Associates - 2006</p>	Provides a baseline inventory of the landscape character in the five district areas.
<p>Green Space Audit Uttlesford District Council - 2006</p>	Provides an audit of outdoor playing space in settlements of over 1,000 population
<p>Selected Review of Local Wildlife Sites in Uttlesford Essex Ecology Services Ltd (ECCOS) - 2007</p>	The study looked at 83 existing Local Wildlife Sites (LoWS) along the A120 and the rail corridor to identify the status of the current network, assessing the sites against the current selection criteria for Essex and identifying new sites with the potential opportunity for wildlife corridors between LoWS. Nine new sites were added, 10 were deleted and the boundaries of some sites have been changed.
<p>Appropriate Assessment Uttlesford District Council - 2007</p>	Study carried out to make sure that sites which are important for biodiversity at a European level are protected and will not be damaged by proposals which may be included in plans for the District.
<p>Historic Settlement Character Assessment Great Dunmow, Henham, Great Chesterford, Newport, Saffron Walden and Stansted Mountfitchet</p>	Assessment of the environmental capacity of the settlements studied to accommodate future growth

Appendices

The Evidence Base	
Document	Scope
Uttlesford District Council - 2007 Thaxted Uttlesford District Council - 2009	
Uttlesford Strategic Flood Risk Assessment JBA Consulting - 2008	To investigate and identify the extent of flood risk in the area and to supplement current flood policy guidelines and provide a risk based approach to development control
Uttlesford District Water Cycle Study - Stage 1, Scoping and Outline Strategy Hyder Consulting - 2010	To make sure that the water supply, wastewater collection and wastewater treatment infrastructure in the District can accommodate the required growth levels whilst minimising flood risk and impact on the water environment.
Renewable Energy Study of the District Altechnica - 2008	A comprehensive review of the renewable energy resources and potential for renewable energy technologies within the District.

Table 1 The Evidence Base

Appendices

Appendix 2 - Housing Strategy List of Existing Commitments and Identified Sites

LIST OF IDENTIFIED SITES			
Identified Sites @ April 2009	Estimated / Outstanding Capacity (net)	UTT reference or SHLAA reference	Comment uc= under construction
GREAT DUNMOW			
Woodlands Park	947	Various	u/c
Site of former Dunmow infants school, Rosemary Lane	30	UTT/0216/08	
Rear of 37-75 High Street	50	UTT/1185/02	u/c
Land off Springfields	20	UTT/0900/04	
Land off Riverside	8	GtDUN25	
Perkins Garage, Stortford road	5	GtDUN26	
Council Depot, New Street	10	GtDUN30	
	1070		
SAFFRON WALDEN			
Kiln Court, Thaxted Road	32	UTT/1382/01	
Jossaumes, Thaxted Rd	25	SAF18	
Paxtons Depot, Thaxted Road	13	SAF20	
Land off Little Walden Road	15	Adopted Policy SW7 SAF12 (part)	
Former Bell College school buildings, South Rd	65	SAF15	estimate 1.3ha at 50 dwellings / ha
Butler Hall site at former Bell College, Peaslands Rd	50	SAF14	estimate 1ha at 50 dwellings/ ha plus 1ha open space

Appendices

LIST OF IDENTIFIED SITES			
Identified Sites @ April 2009	Estimated / Outstanding Capacity (net)	UTT reference or SHLAA reference	Comment uc= under construction
Land south of Ashdon Rd	150	Adopted Policy SW3 SAF01	
Land at Friends School, Mount Pleasant Road	53	SAF16	
	403		
VILLAGES			
Gt Easton - Brocks Mead	5	UTT/0727/78	u/c
Leaden Roding - Holloway Crescent & garage site	5	L-ROD5	u/c
Lt Canfield - former DJR Cars site, Dunmow Road	11	LtCAN3	
Lt Dunmow - Oakwood Park	183	UTT/0302/96 & others	
Stansted/Birchanger - Rochford Nurseries	479	UTT/0204/05; UTT/2265/07; & others	u/c
Stansted - land at Mont House, High Lane	4	STA04	
Newport - former Highways Depot, Bury Water Lane	14	UTT/0028/08	u/c
Takeley/Lt Canfield - Priors Green including "Island Sites"	646	UTT/0816/00 & others	u/c
Thaxted - Bellrope Meadow, Sampford Rd	10	UTT/0977/06	u/c
Thaxted - Cowell & Cooper Site, Weaverhead Lane	14	UTT/1650/08	u/c
	1371		
ALL SETTLEMENTS			

Appendices

LIST OF IDENTIFIED SITES			
Identified Sites @ April 2009	Estimated / Outstanding Capacity (net)	UTT reference or SHLAA reference	Comment uc= under construction
Small sites of less than 11 units with planning permission	384	various	
TOTAL	3228		

Table 2 Identified Sites

Glossary

Affordable Housing - housing provided with a subsidy, for people who are unable to meet their housing requirements in the private housing market.

Air Quality Management Areas (AQMAs) - an area where the level of nitrogen dioxide in the air is consistently above national objectives for health related air pollutants.

Airport White Paper 'The Future of Air Transport', published on 16 December 2003, sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the wider context of the air transport sector.

Ancient Monument - ancient monuments are usually earthworks or unoccupied structures. Nationally important sites are added to a list or "schedule" and they are protected from disturbance.

Biodiversity Action Plan - Plan identifying targets for improving and protecting biodiversity in an area.

Brownfield Land - Land that has or has had some form of built development on it - this includes residential garden land.

CABE - Commission for Architecture and the Built Environment

Conservation Area - a statutory designation made by the local authority identifying areas which have a special architectural or historic interest. Designated under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

Comparison goods - A term used in retailing to indicate goods purchased for long term use that are likely to be subject to comparison between suppliers before purchase.

Convenience shopping - A term used in retailing to indicate goods purchased for regular consumption. Includes food, groceries, drink, confectionery, tobacco, newspaper.

Core Strategy - One of the key documents in the Local Development Framework setting out the strategic vision and policies for development within the district.

Countryside Protection Zone - a local designation that was introduced to retain a belt of countryside around the airport that will not be eroded by development within it

Development Plan Document (DPD)- generic term used to describe spatial planning documents such as Core Strategy, Development Control DPD and Site Specific DPD.

Environmental Impact Assessment (EIA) - an appraisal of the environmental impacts of a development proposal as part of the planning application process.

G1 - (Generation 1) - an increase in the passenger numbers at Stansted Airport to 35 million a year for which planning permission has been granted.

G2 - (Generation 2) - an increase in the passenger numbers at Stansted Airport to 68 million a year which would need additional airport land and a new runway for which planning permission has been sought but not yet determined.

Glossary

Green Space - Green space of public value such as parks & gardens; provision for children/young people; natural & semi-natural greenspace; outdoor sports facilities; allotments; and amenity areas.

Greenfield Land - land that has never had any built development on it.

Historic Landscape - ancient landscapes where there are notable complexes of surviving ancient semi natural woodland with coppiced and standard trees and medieval boundary banks. There are two areas in the district - Hatfield Forest and the southern part of Debden Parish.

Historic Parkland - twelve parklands are identified in the Uttlesford local plan for their historic and landscape importance.

Housing Strategy - sets out the vision for housing in Uttlesford by maximising the delivery of a range of new affordable homes to meet diverse needs, improve the condition of the housing stock and build sustainable communities.

Housing Trajectory - a way of showing past and future housing performance by identifying the predicted provision of housing over the time period of the plan.

Legal 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.

Listed Building - a building of special historic or architectural interest listed by the Government under the Town and County Planning (Listed Buildings and Conservation Areas) Act 1990.

Local Development Framework (LDF) - the collective name for all the documents and that will make up the planning framework for the district to replace the Uttlesford Local Plan adopted in 2005.

Local Development Scheme (LDS) - The programme for the preparation of all the documents in the Local Development Framework.

Local Wildlife Sites - are recognised as having nationally and regionally important habitats and species. They are protected within the local planning system and the Council needs to consider any impacts on them when considering planning applications.

Master Plan - a document prepared by the development company to show how the development will be carried out. The master plan should be subject to public consultation.

Metropolitan Green Belt (MGB) - predominantly open land around urban areas which has the strategic role of checking the sprawl of towns.

Planning Policy Guidance Note (PPG) - national planning policy guidance published by the Government setting which local planning documents have to take into account. (no longer being issued)

Glossary

- Planning Policy Statement (PPS)** - national policy statements now replacing PPGs
- Protected Lane** - historic by ways and lanes often narrow and enclosed with high banks
- Public Realm** - the spaces between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces
- Regional Spatial Strategy (RSS)** - strategy produced by the Regional Planning Body - the East of England Regional Assembly - known as the East of England Plan.
- Regional Transport Interchange or Node** - a place where people are able to change easily from one form of transport to another.
- Registered Social Landlord (RSL)** - normally a housing association or other provider of subsidised housing.
- Renewable Energy** - energy generated from the sun, the wind, water power or plant material (biomass).
- Site 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.
- Spatial Strategy** - the strategy that determines the broad location of development within an area - the Core Strategy will contain the spatial strategy for the District
- Stansted Area Transport Forum** - Partnership working dealing with all matters to do with surface access to and from the airport.
- Strategic Housing Market Assessment (SHMA)** - a study of housing markets to assess needs and demand for different types of housing.
- Strategic Housing Land Availability Assessment (SHLAA)** - a study of potential housing sites within the district to determine their availability, suitability and deliverability.
- Strategic Flood Risk Assessment (SFRA)** - a study which investigates and identifies the extent of flood risk in the area. As well as the district wide SFRA, flood risk assessments (FRAs) are also done for individual sites.
- Sustainability Appraisal (SA)** - an appraisal of the impacts of policies and proposals on economic, social and environmental issues.
- Sustainable Community Strategy** - a strategy produced by the Local Strategic Partnership setting out the long term vision for the District and its people; addressing economic, social and environmental needs.
- Sustainable Development** - a widely used definition is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (world commission on Environment and Development 1987)

Glossary

Sustainable Drainage Systems - also known as **SuDs** are systems 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 it's quality.

Sustrans - the UK's leading sustainable transport charity. Their vision is a world in which people choose to travel in ways that benefit their health and the environment.

Urban Capacity - sites within existing towns and villages which the Council thinks will come forward for residential development.

Uttlesford Local Strategic Partnership (LSP) - also known as Uttlesford Futures this is a group made up of public, private and voluntary and community sector agencies which work together to make sure that services are delivered in a co-ordinated way within Uttlesford. The LSP is responsible for the production of the Sustainable Community Strategy which sets out a vision for the future of Uttlesford and sets out what the partnership will deliver over the coming years. One of the key purposes of the Core Strategy is the delivery of the Sustainable Community Strategy.

Viability Assessment - a study to determine whether sites can be delivered taking into account the costs of providing affordable housing and any other requirements e.g. community facilities, schools, etc.

Water Cycle Study (WCS) - a study to make sure that the water supply, wastewater collection and wastewater treatment infrastructure in the District can accommodate the required growth levels, at the same time minimising flood risk and the impact on the water environment.