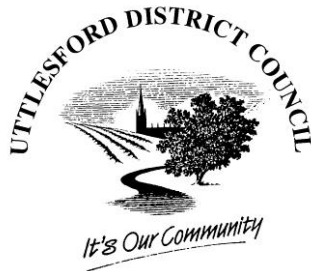




**UTTLESFORD LOCAL PLAN
ADOPTED
JANUARY 2005**

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UTTLESFORD LOCAL PLAN

The Uttlesford Local Plan was adopted on 20 January 2005 following several stages of consultation and an independent examination. This document has been prepared for use until the adopted plan is printed. It contains the adopted policies and supporting text but the maps in this document only show the approved changes and should be read in conjunction with the maps in the Uttlesford Local Plan Deposit Draft October 2001, which can be obtained from the Council Offices, London Road, Saffron Walden, CB11 4ER.

If you have any questions about this document please contact the policy team on 01799 510461 or 01799 510454.

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Foreword

The Planning & Compulsory Purchase Act 2004 requires that when determining an application it shall be in accordance with the development plan unless material considerations indicate otherwise.

At the time of the adoption of this plan and over the next three years the development plan is comprised of the RSS for the East of England (formerly Regional Planning Guidance 9 as it applies to this region), the Essex and Southend on Sea Structure Plan, Minerals Local Plan and Waste Local Plan, and this Plan.

The policies within these documents retain their development plan status and are automatically 'saved' for a period of 3 years or until adoption of RSS14 "The East of England Plan" and relevant Development Plan Documents. The District Council will publish a Local Development Scheme, which will set out how and when each Local Plan policy is to be replaced.

The explanatory text in this Plan is intended to assist interpretation of its policies. Individual policies set out in this Plan cannot always be read in isolation. Where appropriate, they need to be cross-referenced with other policies in this and other Plans. Key cross-references are identified in this Plan. Please note that some development proposed in this Plan may have been completed.

If requiring the document in large print, Braille or an alternative format please contact Development Services, London Road, Saffron Walden, Essex, CB11 4ER Telephone 01799 510467

1 Introduction - Role and Purpose of Plan

Background:

National Strategy

- 1.1. The UK national strategy for sustainable development starts by focusing on the simple idea of a better quality of life for everyone, now and for generations to come. Local plans have a part to play in this. They fit into a complex picture, however. The national strategy has four objectives, which it aims to meet at the same time, in the UK and the world as a whole:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources;
- Maintenance of high and stable levels of economic growth and employment.

These inform other national strategy documents like the White Papers Our Countryside: The Future, A New Deal for Transport and the Urban White Paper.

- 1.2. National planning policy guidance gives comprehensive general guidance on all aspects of development, and identifies issues where local plans have a role in interpreting national guidance. Examples particularly relevant to Uttlesford are:

- Protecting landscape, wildlife and historic features;
- Showing how future housing requirements can best be met in ways that are consistent with sustainability objectives;
- Ensuring sufficient land is available for different types of industrial and commercial development, readily capable of development and well served by infrastructure, consistent with national transport goals; and
- Ensuring that noise sensitive developments are located away from existing sources of significant noise.

Because Stansted Airport is in Uttlesford, national airports policy is particularly significant to the District. This was under review in 2001.

Regional Planning Guidance

- 1.3. Revised regional planning guidance for the South East, including Bedfordshire, Essex and Hertfordshire, was approved by the Government in April 2001. Key features of its strategy for the region include urban renaissance, concentrating development, economy in the use of land, integrating land use and transport, and securing a multi purpose countryside while protecting it from inappropriate development. It indicates that the Essex and Southend on Sea Structure Plan should provide for 5,240 homes on average each year to 2006, and that this should continue beyond 2006. Structure and unitary development plans

should distribute the requirements in their plan area in accordance with the key features of the strategy for the region.

- 1.4. RPG 9 recognises the importance of the South East Region as the main gateway between the UK and neighbouring European countries for business, trade and many other aspects of national life. It says that every effort should be made to ensure the coordination of different modes of communication and to have regard to the international role of gateways to the region. Stansted is clearly one of these gateways. It is a key transport hub and has good quality air, rail and principal road connections, although links to the west of the airport require further improvement. RPG9's specific reference to airports emphasises the need for sustainable surface access. The Government published the White Paper "The Future of Air Transport" in 2003, which sets out the strategic framework for the development of air capacity in the UK over the next 30 years. The forthcoming RPG 14 will take the White Paper into account in the policy framework it proposed for Stansted Airport.
- 1.5. It also says that a sub regional study should be undertaken to investigate what the nature, possible extent and location of future growth might be within an area extending from London Docklands to Cambridge, noting that it includes London Boroughs with some of the most severe social and economic deprivation in England but also major regeneration potential, one of the most buoyant local economies in the country at its northern end, and between them Harlow, another priority area for economic regeneration, and Stansted Airport
- 1.6. A range of sub regional studies of the London-Stansted-Cambridge-Peterborough corridor will inform the preparation of new regional spatial strategy for the East of England. This Plan does not address the issues arising from those studies. A new Local Development Framework will replace this Plan in due course to respond to the regional spatial strategy.
- 1.7. The regional economic strategy, "East of England 2010 – prosperity and opportunity for all" focuses on six major themes to provide a basis for making choices and action plans. These are: competitive businesses and organisations for a world class region; creativity, innovation and enterprise; invest in success wherever it is found; regeneration plus – supporting the region's people and its communities; a clear identity and international profile; and leading edge infrastructure and high quality environment.

Essex and Southend on Sea Replacement Structure Plan

- 1.8. This strategic plan for Essex includes a comprehensive set of criteria based policies for most forms of development. It identifies issues where local plans have a role in interpreting structure plan policies. This local plan complements, rather than duplicates, the structure plan.

Throughout this plan the Essex and Southend on Sea Replacement Structure Plan is referred to as the Structure Plan.

Essex and Southend on Sea Minerals Plan and Waste Plan

- 1.9. The Minerals Plan deals with matters like sand and gravel extraction, and the Waste Plan, addresses the planning issues related to the disposal of waste like landfill, recycling sites and energy recovery facilities. This Plan does not duplicate the Minerals Plan and Waste Plan. Throughout this plan the Essex and Southend on Sea Minerals Local Plan First Review and the Essex and Southend on Sea Waste Local Plan are referred to as the Minerals Plan and the Waste Plan.

Other Sub Regional Plans and Strategies that apply to Uttlesford

- 1.10. There are sub regional policies, programmes and strategies for areas that include Uttlesford, such as:

- Essex Biodiversity Action Plan
- Essex Local Transport Plan
- North Essex Health Improvement Plan
- Stansted Airport Employment and Training Strategy
- Essex Economic Strategy
- Environment Agency Plans
- Stansted Airport Access Strategy

and others specifically for Uttlesford:

- Community Strategy
- Quality of Life Corporate Plan
- Local Agenda 21 Strategy
- Air Quality Management Strategy
- Contaminated Land Inspection Strategy
- Crime and Disorder Strategy
- Economic Strategy
- Home Energy Strategy
- Housing Strategy
- Leisure and Cultural Strategy
- Parking Strategy
- Primary Care Trust Plan
- Recycling Plan
- Transport Strategy

- 1.11. They have been prepared by various authorities and agencies. This Local Plan identifies the land use planning issues that warrant specific policies and proposals. It emphasises the priority attached to particular national, regional and county policies, where this is justified by local circumstances, new site specific proposals for development and

validates existing commitments. Issues that this plan needs to resolve arising out of these strategies include:

- Protecting sites for their importance to nature conservation;
- Ensuring suitable sites are available for the expansion of existing firms and the introduction of new employment;
- Reducing car travel by locating housing in places accessible to public transport, or where walking and cycling would be encouraged or where the potential for shorter car journeys to work, would be increased;
- Securing affordable housing sites through the planning system;
- Ensuring local services are provided when they are needed in relation to new development;
- Reducing the potential for crime by designing safer environments;
- Taking account of the effects on air quality of traffic generated by development;
- Enabling the provision of recreation and other community facilities.

Survey Material

1.12. The Plan is based on information from sources including:

- Urban capacity study
- Affordable housing needs survey and subsequent indicator monitoring
- Essex TEC Employer and Employee survey 2000
- 1997 Airport Employment Survey
- Agricultural land survey
- Habitat survey
- Recreation facilities study
- Issues consultation
- Brownfield sites identified for a contamination risk assessment
- Flood risk plans
- Historic towns survey
- Retail studies
- Transport data
- Advice from service providers
- How is the current plan operating? – Monitoring Reports

Main Aims

Objectives

1.13. In June 2003 the Community Plan - "Uttlesford Futures" was published. The Community Plan is driven by the Local Strategic Partnership of local organisations from the public, voluntary and business sectors that are committed to working together to improve the quality of life in the district. The community plan vision statement for Uttlesford is "a safe and pleasant environment in which to live, grow and prosper."

In December 2003 the Quality of Life Corporate Plan was published which sets out the ambitions of the Council for Uttlesford until 2007. It draws upon the commitments in the Uttlesford Futures Community Plan and identifies five strategic aims. The Local Plan will contribute to the delivery of two of these aims: -

- Protecting and enhancing the environment and character of the District whilst
 - Improving rural transport
 - Encouraging appropriate economic development
 - Improving the supply of good affordable homes to meet the needs of the local community
 - Promoting tourism, culture and leisure opportunities
- Improving community safety and the health of the population

Appendix 2 sets out indicators and targets to ensure the policies meet these aims

Vision for the Local Plan

1.14. Uttlesford enjoys strong positive attributes: its mainly rural environment, productive farmland and historic small towns and villages, good access to London's job opportunities, cultural and sporting attractions and shopping, and to Cambridge with the further range of job opportunities and leisure activities this university city provides. Uttlesford has excellent schools and good access to health care, a high level of economic activity and very low unemployment, and a low crime rate. It is a relatively affluent area. It has a growing network of domestic and international air services through Stansted Airport, which is a major employment site in its own right. These factors have led to Uttlesford being described as the district offering the best quality of life out of 376 local authority areas in England and Wales. For reasons partly related to these attributes, house prices, car ownership, road traffic casualty rates and road traffic growth forecasts are, however, relatively high.

1.15. This plan seeks to maintain and improve on Uttlesford's positive attributes. It will preserve the quality of life in the towns and villages. Its policies will help to address concerns within the community about facilities for young people, crime, housing needs, preserving the environment, public transport and access to services, in so far as these can be addressed through the planning system. It will protect the district's environment from inappropriate development, reduce and control noise and air pollution, reduce waste and increase recycling. It will help secure the provision of appropriate high quality leisure facilities and other infrastructure needed to support the level of development proposed in the plan. It will seek to prevent the loss of village shops and post offices. It will seek to ensure that good, affordable housing is available to all residents, especially young people and low paid workers from the District. It will help local companies to grow within appropriate development constraints, creating more jobs locally.

2. Where will development take place?

2.1. This section sets out where development is, in principle, proposed, and where there will be strict control on new building. This spatial strategy for achieving the Plan's objectives needs to have regard to the likely level of resources available in the private and public sectors.

2.2. Key elements are:

2.2.1. **Urban areas of Great Dunmow, Saffron Walden and Stansted Mountfitchet.** These are service centres and hubs for surrounding rural areas. They are attractive places to live, work and for recreation. Best use will be made of previously developed, unused and underused land and existing buildings, subject to constraints of traffic congestion and maintaining air quality and the need to safeguard key employment areas. Urban extensions are also included within development limits, for housing or business parks. These locations are well related to the principal bus and rail corridors, which will benefit from investment in the new A120, the West Anglia Route Modernisation (WARM) rail scheme and public transport services. Development in urban areas where there is a wide range of facilities would encourage journeys to be made on foot, particularly to and from work and school. Community facility and affordable housing needs may exceptionally be met outside development limits.

2.2.2. **A120 corridor.** In addition to the major urban extension at Great Dunmow, sites at Takeley/Little Canfield (Priors Green) and Felsted/ Little Dunmow (Oakwood Park) are identified for new housing and associated facilities on a significant scale within the A120 transport corridor, which will benefit from planned/ anticipated public and private investment. An extension to the Stansted Distribution Centre is proposed. These sites have good access to Stansted Airport. Takeley is a key rural settlement (see below). Oakwood Park recycles a significant previously developed site. Locations are sufficiently far apart for the A120 corridor to retain its character as a transport axis across countryside, and avoid it becoming one linear development.

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2.2.3. **Selected Key Rural Settlements.** Elsenham, Great Chesterford, Newport, Takeley and Thaxted are identified as Key Rural Settlements. These key settlements are located on main transport networks as well as there being local employment opportunities. In most of the Key Settlements either of the following apply

- I. Some further limited employment or residential development is proposed;
- II. Key existing employment sites will be safeguarded.

The intention is to protect or strengthen the role of these communities where there is potential to encourage people to live and work locally. Local affordable housing and community facility needs may be met on "exception sites" outside development limits.

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2.2.4. **Other Villages.** Where these have development limits, those boundaries will be tightly drawn. There is some limited potential within these boundaries on small previously developed sites, including gardens of existing houses. Local affordable housing and community facility needs may be met on “exception sites” outside development limits.

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2.2.5. **Stansted Airport.** The Plan sets out limits on the physical extent of the airport. It is to be seen as an airport in the countryside.

2.2.6. **Chesterford Park.** This is an existing research and development complex in the countryside between Saffron Walden and Cambridge with potential for renewal of some existing buildings. However, the Plan identifies limits on its physical extent.

2.2.7. **Metropolitan Green Belt.** A belt of countryside needs to be retained between Harlow, Bishop’s Stortford, Stansted Mountfitchet and Stansted Airport as part of the regional concept of containing the urban sprawl of London. Within the Green Belt development will only be permitted if it accords with national planning policy on green belts (PPG2) and Structure Plan Policy C2. Development permitted should preserve the openness of the Green Belt and its scale, design and siting should be such that the character of the countryside is not harmed.

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2.2.8. **Rural restraint area.** Most of the district including its smaller settlements lies outside defined development limits. The character of the countryside changes from one area of the District to another. The particular character comes from the relationship between historic settlements and groups of buildings, ancient woodlands, historic lanes, field boundaries, historic parks, geology, indigenous tree and hedge species, river systems and so on. Different character areas have a greater or lesser capacity to accommodate development. Open elevated areas with long views to ancient woodland, typical of parts of Uttlesford, are particularly sensitive. Any development beyond development limits must be consistent with national policy on the countryside and the appropriate Structure Plan Policy C5. The countryside needs to be protected for its own sake, but not in such a way that the plan prevents evolution of economic activity that is part of life in rural areas and is in sympathy with its character. Examples of development that may be permitted in principle include appropriate re-use of rural buildings, suitable farm diversification, outdoor sport and recreation uses, and affordable housing and other facilities to meet local community needs.

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2.2.9. **Airport in the countryside.** The Plan identifies a Countryside Protection Zone. The priority within this zone is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments. Development consistent with national planning policy

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for the countryside will only be permitted if it also accords with this overriding objective.

- 2.3. The following general policies implement this strategy. They need to be read with other policies in the subsequent chapters.

Policy S1- Development limits for the Main Urban Areas

The development limits of the existing main urban areas and proposed urban extensions for Great Dunmow, Saffron Walden and Stansted Mountfitchet are defined on the Proposals Map. The following development will be permitted within these boundaries:

- **Major urban extensions, if in accordance with this Plan;**
- **Development within the existing built up areas, if compatible with the character of the settlement and, in addition, for sites on the edge of the built up area, its countryside setting.**

Policy S2 – Development limits/Policy Areas for Oakwood Park, Little Dunmow and Priors Green, Takeley/ Little Canfield

The development limits/policy areas of:

- **the proposed Priors Green development in Takeley and Little Canfield; and**
- **the proposed Oakwood Park development in Little Dunmow are defined on the Proposals Map. Development will be permitted within these boundaries if it is in accordance with this Plan.**

Policy S3 – Other Development limits

Elsenham, Great Chesterford, Newport, Takeley and Thaxted are identified as Key Rural Settlements. Their boundaries, including village extensions at Takeley and Thaxted, and the boundaries of other settlements are defined on the Proposals Map. Development compatible with the settlement's character and countryside setting will be permitted within these boundaries.

Policy S4- Stansted Airport Boundary

The boundary of Stansted Airport is defined on the Proposals Map. Provision is made for development directly related to or associated with Stansted Airport to be located within the boundaries of the airport. Industrial and commercial development unrelated to the airport will not be permitted on the site.

Policy S5 – Chesterford Park Boundary

The boundary of the Chesterford Park Research and Development Site is defined on the Proposals Map as a developed site in the countryside. Facilities for research and development will be permitted within these boundaries if they are in accordance with this Plan.

Policy S6 – Metropolitan Green Belt

The area and boundaries of the Metropolitan Green Belt within Uttlesford are defined on the Proposals Map.

Infilling, limited development or redevelopment compatible with the character of the settlement and its setting will be permitted within the following villages, which are excluded from the Green Belt:

- **Hatfield Heath**
- **Leaden Roding**
- **Little Hallingbury and**
- **White Roding.**

The boundaries of the Green Belt around these villages are defined on the Proposals Map.

Four sites are identified as major developed sites within the Green Belt. A site at Mountfitchet School, Stansted Mountfitchet is defined on the Proposals Map as an area in which infilling development for educational or community uses will be permitted. A site at Parsonage Farm, Stansted Mountfitchet is defined on the Proposals Map as an area in which redevelopment for business uses will be permitted. Sewage Treatment works at Bishops Stortford and Stansted are defined on the Proposal Map as areas in which operational development will be permitted. Development compatible with the countryside setting and purposes of the Green Belt will be permitted within these boundaries.

Policy S7 – The Countryside

The countryside to which this policy applies is defined as all those parts of the Plan area beyond the Green Belt that are not within the settlement or other site boundaries. In the countryside, which will be protected for its own sake, planning permission will only be given for development that needs to take place there, or is appropriate to a rural area. This will include infilling in accordance with paragraph 6.13 of the Housing Chapter of the Plan. There will be strict control on new building. Development will only be permitted if its appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there.

Policy S8 – The Countryside Protection Zone

The area and boundaries of the Countryside Protection Zone around Stansted Airport are defined on the Proposals Map. In the Countryside Protection Zone planning permission will only be granted for development that is required to be there, or is appropriate to a rural area. There will be strict control on new development. In particular development will not be permitted if either of the following apply:

- a) **New buildings or uses would promote coalescence between the airport and existing development in the surrounding countryside;**
- b) **It would adversely affect the open characteristics of the zone.**

Implementation

- 2.4. Development will be largely implemented with private sector resources. Investment is anticipated by the house building industry, commercial developers and BAA. This is realistic in the context of the area's relative prosperity. The new A120 was a significant public sector investment scheme. Completion of the new road from Stansted to Dunmow west was achieved by the end of 2003 and from Dunmow west to Braintree bypass in mid 2004. Private sector investment in new bus and coach services is anticipated.

3. General Planning Policies

- 3.1. All the policies in this Plan and the Structure Plan have to be considered in determining any planning application. This Plan has been organised so that policies on all the standard matters are grouped together in this section and these will apply to all development. It is followed by policies on more specific themes such as economic activity and housing.
- 3.2. The objective of the policies in this section of the Plan is:
 - To ensure that development contributes to the achievement of social progress which meets the needs of everyone, effective protection of the environment and prudent use of natural resources.
- 3.3. The planning system has a role to play in implementing sustainability objectives through the development control process, although there are limits to what it can achieve on its own. Its influence on the design, location and accessibility of buildings is one area where it can contribute to the creation of sustainable settlements and work places. Issues for consideration include: visual appearance of the building, protection of the historic environment, promoting biodiversity, designing out crime through the avoidance of public areas that are out of view, promoting home energy efficiency through the orientation, spacing and grouping of buildings, the location and size of windows, conservatories as buffer zones, planting appropriate windbreaks, avoiding the overshadowing of neighbouring buildings, solar panels, porous surfaces for car parking to reduce the rate of water run off and the provision of water butts to collect rainwater for garden use. Some of these techniques potentially conflict with each other and therefore a pragmatic approach will be required. The choice, however, should be an informed one.
- 3.4. This section addresses the following local quality of life issues, which could all potentially be relevant to any proposal:
 - Access
 - Design including community safety
 - Flood protection
 - Good neighbourliness
 - Light pollution
 - Infrastructure provision to support development
 - Nature conservation including biodiversity
 - Vehicle parking standards

Access

- 3.5 The key issues of the Council's Transport Strategy are set out in detail in Chapter 9. The objectives in this Plan are to locate high trip generating activity in areas well served by public transport; to increase the proportion of journeys made by rail and bus, on foot and by cycle; to reduce the number and length of motor vehicle trips by the location of

development; and to minimise the adverse effects of traffic on residential and shopping areas by traffic management measures.

- 3.6 The Council will work with highway authorities to ensure that, whenever possible, transport investment and the resultant transport network will support the Plan's development strategy and policies.
- 3.7 The impact of development on the road network will be assessed and Traffic Impact Assessments may be required as part of applications for planning permissions. Improvements to the transport infrastructure will be sought where appropriate. The environmental impact of traffic arising from a development will similarly be assessed and Environmental Assessments may also be required. The cumulative impact of developments will also be taken into account.
- 3.8 Development proposals for any building that the public may use will be required to provide safe, easy and inclusive access for all people regardless of disability, age or gender. This should include access to, into and within the building and its facilities, as well as appropriate car parking and access to public transport provision.
- 3.9 The needs of walkers, cyclists and horse riders will be taken into account whenever development would affect routes used by riders or where the potential for the creation of new paths along strategic routes would be jeopardised. Suitable replacement paths will be required when routes used by walkers and riders will no longer be suitable for continued use as a result of other changes to the road network or new development.

Policy GEN1 – Access

Development will only be permitted if it meets all of the following criteria:

- a) **Access to the main road network must be capable of carrying the traffic generated by the development safely.**
- b) **The traffic generated by the development must be capable of being accommodated on the surrounding transport network.**
- c) **The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.**
- d) **It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.**
- e) **The development encourages movement by means other than driving a car.**

Design

- 3.10 Further Supplementary Planning Documents will be prepared on design issues. This will encourage development to be designed so that it meets

the needs of those with physical and sensory impairment. The SPD will also encourage Lifetime Homes, promote compliance with the Association of Chief Police Officers “Secured by Design” Award criteria or any successor initiative and ensure appropriate open space provision and play equipment is provided. Development in accordance with the SPD will be expected to minimise waste generation and enable recycling and also to incorporate design measures to minimise water consumption and to encourage sustainable drainage systems, retention and re-use of grey water. Other aspects of sustainable development design including use of renewable energy, reduction of energy use and planting to enhance new development will also be covered. The Essex Design Guide for Residential and Mixed Use Areas has been adopted as supplementary planning guidance.

Policy GEN2 – Design

Development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.

- a) **It is compatible with the scale, form, layout, appearance and materials of surrounding buildings;**
- b) **It safeguards important environmental features in its setting, enabling their retention and helping to reduce the visual impact of new buildings or structures where appropriate;**
- c) **It provides an environment, which meets the reasonable needs of all potential users.**
- d) **It helps to reduce the potential for crime;**
- e) **It helps to minimise water and energy consumption;**
- f) **It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan.**
- g) **It helps to reduce waste production and encourages recycling and reuse.**
- h) **It minimises the environmental impact on neighbouring properties by appropriate mitigating measures.**
- i) **It would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property, as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing.**

Flood Protection

- 3.11 With climate change, assessments of areas with a high potential risk of flooding need to take into account new information and be kept up to date. Areas at high potential risk of flooding from rivers are defined as those where the annual probability of flooding is greater than 1.0%. They will be identified in supplementary planning documents
- 3.12 All the urban extensions and settlement expansions proposed in this Plan are on land above flood plains. The arrangements for surface water run off disposal will need to take the implications for flood risk elsewhere fully into account.

- 3.13 Surface water disposal from new developments, is the responsibility of the developer, and must, where practicable, take place on site using appropriate and acceptable methods, including soakaways. New connections to the public sewerage system must not pose an unacceptable threat of surcharge, flooding or pollution. Surface water must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding.
- 3.14 The Environment Agency is in general opposed to the culverting of watercourses because of the adverse ecological and flood defence effects likely to arise

Policy GEN3 – Flood Protection

Within the functional floodplain, buildings will not be permitted unless there is an exceptional need. Developments that exceptionally need to be located there will be permitted, subject to the outcome of flood risk assessment. Where existing sites are to be redeveloped, all opportunities to restore the natural flood flow areas should be sought.

Within areas of flood risk, within the development limit, development will normally be permitted where the conclusions of a flood risk assessment demonstrate an adequate standard of flood protection and there is no increased risk of flooding elsewhere.

Within areas of the floodplain beyond the settlement boundary, commercial industrial and new residential development will generally not be permitted. Other developments that exceptionally need to be located there will be permitted subject the outcome of a flood risk assessment.

Outside flood risk areas development must not increase the risk of flooding through surface water run-off. A flood risk assessment will be required to demonstrate this. Sustainable Drainage Systems should also be considered as an appropriate flood mitigation measure in the first instance.

For all areas where development will be exposed to or may lead to an increase in the risk of flooding applications will be accompanied by a full Flood Risk Assessment (FRA) which sets out the level of risk associated with the proposed development. The FRA will show that the proposed development can be provided with the appropriate minimum standard of protection throughout its lifetime and will demonstrate the effectiveness of flood mitigation measures proposed.

Good Neighbourliness

Policy GEN4 - Good neighbourliness

Development and uses, whether they involve the installation of plant or machinery or not, will not be permitted where:

- a) noise or vibrations generated, or
 - b) smell, dust, light, fumes, electro magnetic radiation, exposure to other pollutants;
- would cause material disturbance or nuisance to occupiers of surrounding properties

Light Pollution

- 3.15 There is a potential conflict between keeping lighting to a minimum as part of protecting the character of the countryside, maintaining the visibility of the night sky, and security and safety objectives. Lighting can also extend the opportunity for outdoor sport activities in the winter months when there is limited daylight. This conflict can be resolved to some extent by careful specification and the use of the best available technology where the cost is proportionate to the benefit, but there may be circumstances where, for example, the importance of facilities to sport development is judged to outweigh the effect on the countryside.

Policy GEN5 – Light pollution

Development that includes a lighting scheme will not be permitted unless:

- a) **The level of lighting and its period of use is the minimum necessary to achieve its purpose, and**
- b) **Glare and light spillage from the site is minimised.**

Infrastructure Provision to Support Development

- 3.16 This will be relatively straightforward where a development such as new housing directly creates a need for new facilities to serve its residents. It is important that in these cases the facilities are provided as soon as they are required. However, in the urban areas where new development is concentrated, even small scale development will cumulatively impact on service provision. It is intended that the scale of development shown in this Plan will form the basis for assessments of impacts on infrastructure and the identification of costed proposals that may be necessary. The Council will then seek to reach agreement with a developer over an appropriate contribution that fairly reflects the level of demand its scheme would generate. Contributions may be applied to specific proposed projects or held in reserve for a reasonable period and used to address impacts arising after the development has been occupied. Supplementary Planning Documents setting out the basis for assessments of impacts and contributions will be adopted.

Policy GEN6 –Infrastructure Provision to Support Development

Development will not be permitted unless it makes provision at the appropriate time for community facilities, school capacity, public services, transport provision, drainage and other infrastructure that are made necessary by the proposed development. In localities where the cumulative impact of developments necessitates such

provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.

Nature Conservation

- 3.17 Nature conservation interest is not confined to the National Nature Reserves, Sites of Special Scientific Interest, county wildlife sites and special verges, which are specifically covered in the Environment section of this Plan.

Policy GEN7 – Nature Conservation

Development that would have a harmful effect on wildlife or geological features will not be permitted unless the need for the development outweighs the importance of the feature to nature conservation. Where the site includes protected species or habitats suitable for protected species, a nature conservation survey will be required. Measures to mitigate and/or compensate for the potential impacts of development, secured by planning obligation or condition, will be required. The enhancement of biodiversity through the creation of appropriate new habitats will be sought.

Vehicle Parking Standards

- 3.18 A realistic approach is needed. This will try and discourage unlimited car parking provision on new developments and thereby car usage, to help tackle the growing problem of traffic emissions and road congestion, encourage efficiency in the use of fossil fuels, and making it easier to walk or cycle for local short distance trips, but only in appropriate locations. It must avoid the risk of parking being displaced to elsewhere within a neighbourhood. Uttlesford's communities lack high quality public transport. In common with many other rural communities, using the car is the only practical way of getting to work, accessing services and making leisure trips. Car ownership levels are relatively high and existing car parking provision is well used. It is important that car parking for new development is adequate. Where there is a lack of off street parking in older residential areas this results in a high level of on street parking. In some localities this results in obstruction of roads and footpaths, causing particular problems for those with limited mobility. The level of parking on new developments should neither exacerbate existing parking problems in communities nor create problems where they do not presently exist.

Policy GEN8 – Vehicle Parking Standards

Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance "Vehicle Parking Standards", a summary extract of which is reproduced in Appendix 1 to this Plan.

Topic Chapters

This section of the Plan contains policies on:

Economic Activity
Environment, Built and Natural
Housing
Leisure and Cultural provision
Retailing and Services
Transport and Telecommunications

4. Economic Activity

- 4.1. The policies on economic activity have the following objectives:
- To ensure that provision is made for enough land to meet the structure plan requirement and enable the expansion of existing firms and the introduction of new employment;
 - To ensure that a range of employment opportunities is available at key locations across the district and that alternative employment exists other than in the concentration on the airport at Stansted;
 - To enable opportunities for local employment close to where people live, which may potentially reduce travel to work;
 - To ensure that development is accessible to all; and
 - To help diversify the economy in the rural area and provide alternative income for farm based businesses.

Location of Future Employment Land

- 4.2. The increase in the amount of land for business uses in Uttlesford's two largest urban areas is determined in the structure plan. It requires that the total will increase by 16 hectares by 2011. In 2000, employment areas in Great Dunmow and Saffron Walden totalled 46.76 hectares. All these figures are net site areas, and exclude major distributor roads and strategic landscape buffers. This local plan indicates where land is proposed for development so as to achieve this increase in land for business uses. The total area proposed exceeds 16 hectares by 1.35 hectares. Some existing employment land is proposed for redevelopment by housing, and this has to be replaced.
- 4.3. A range of sites is proposed to meet the needs of the high tech sector, with its greater potential growth in the longer term, as well as meeting the needs of office, traditional manufacturing and distribution sectors.
- 4.4. Great Dunmow has reasonable potential for employment growth. Key factors are access to the trunk road network, access to London and Stansted Airport and an above average living environment. The size of the local economy is small, however, and past growth has been sporadic. These are limiting factors.
- 4.5. The site committed for a business park at Great Dunmow continues to be an appropriate proposal. It is on undeveloped land but there is limited potential to accommodate employment development on previously developed land in Uttlesford.
- 4.6. Saffron Walden enjoys similar advantages to Great Dunmow along with proximity to Cambridge and existing high tech employment. However there are few suitable sites, which would not impinge on the historic town environment or the surrounding open countryside. A small site is proposed as an extension to the existing Business Centre, off Elizabeth Way.

- 4.7. The proposed extension to the Stansted Distribution Centre will bring a small parcel of despoiled land into productive use as an extension to an existing employment site.
- 4.8. Great Chesterford is one of four key rural settlements. It is the one that has the potential for further village employment growth with its existing high tech and other employment and a suitable site with good accessibility, including public transport.
- 4.9. Land at Stansted Airport is identified specifically for development directly related to or associated with the airport. Industrial and commercial development unrelated to the airport will not be permitted on site. It is not included within the employment land proposals for the expansion of existing firms and the introduction of new employment because of these restrictions on its use.
- 4.10. In order to meet the Structure Plan requirement a net increase of 16.46 hectares is proposed within urban areas and near Stansted Airport. In addition a new site at Great Chesterford is proposed making an overall provision of 17.35 hectares.

Policy E1 – Distribution of Employment Land

Provision is made for a net increase of about 17.35 hectares of land for business, general industry, storage or distribution development within the plan area, excluding land within the Stansted Airport boundary.

The following sites, defined on the Proposals Map, are proposed for employment development as indicated in the following table:

Site	Site area (net in hectares)
Great Dunmow Business Park	9.60
Land adjoining Saffron Business Centre, Elizabeth Close, Saffron Walden	1.00
Thaxted Road, Saffron Walden	3.76
London Road, Great Chesterford	0.89
Stansted Distribution Centre extension	2.1

Safeguarding Employment Land

- 4.11. In addition to proposing new sites for business uses, the plan needs to protect key existing employment land. The strength of the residential

land market has led to proposals for the residential redevelopment of some employment sites. A framework is needed to assess whether such proposals should be permitted. The Plan proposes that the main sites in the larger settlements, important smaller scale sites in the key rural settlements and the Stansted Distribution Centre should be protected from such market pressures to ensure that there continue to be employment opportunities available locally across Uttlesford. The number of people employed on a site may be material, but employment density on a particular site can vary considerably over time, up or down.

Policy E2 – Safeguarding Employment Land

The following key employment areas identified on the Proposals Map will be safeguarded from redevelopment or change of use to other land-uses:

- a) Existing employment areas of 1.0 hectares and over located within the main urban areas of Great Dunmow, Saffron Walden and Stansted Mountfitchet;
- b) Existing employment areas of 0.5 hectares and over in the key rural settlements of Elsenham, Great Chesterford, Takeley and Thaxted;
- c) The sites identified in Policy E1;
- d) The site at Chesterford Park identified in Policy S5.
- e) Stansted Distribution Centre at Start Hill, Great Hallingbury
- f) Elsenham Industrial Estate

The development of employment land for other uses outside the key employment areas will be permitted if the employment use has been abandoned or the present use harms the character or amenities of the surrounding area.

Access to Workplaces

- 4.12. All development for employment purposes, whether new build, conversion or extension need to be accessible to all, to ensure social inclusion.

Policy E3 Access to workplaces

Developments that would result in the provision of jobs will be required to include the highest standards of accessibility and inclusion for all people regardless of disability, age or gender.

Businesses in the Countryside

- 4.13. Farming continues to be important as an economic activity in the countryside locally. The land is highly productive for crops. However, farm businesses increasingly need to find ways of diversifying so that they develop new sources of income to offset the long term trend of falling prices for crops. These will include non-agricultural activities. The scale and character of these activities needs to be sensitive to the character of their setting and protect or enhance it.

- 4.14. Alternative uses of farmland might include farm-based attractions, field sports areas and camping and touring caravan sites, equestrian centres, garden centres, golf courses, stud farms and livery stables and water based activities. Policy S7 says there will be strict control on new building. Existing buildings should be re-used, where possible, to provide any accommodation needed in association with alternative uses.

Policy E4 - Farm Diversification: Alternative use of Farmland

Alternative uses for agricultural land will be permitted if all the following criteria are met:

- a) **The development includes proposals for landscape and nature conservation enhancement;**
 - b) **The development would not result in a significant increase in noise levels or other adverse impacts beyond the holding;**
 - c) **The continued viability and function of the agricultural holding would not be harmed;**
 - d) **The development would not place unacceptable pressures on the surrounding rural road network (in terms of traffic levels, road safety countryside character and amenity).**
- 4.15. Another possibility is to look at the potential for re-use of rural buildings, including non-agricultural buildings. Animals protected under the Wildlife and Countryside Act 1981 and its amendments may well actively occupy barns and other structures.

Policy E5 – Re-Use of Rural Buildings

The re-use and adaptation of rural buildings for business uses, small scale retail outlets, leisure uses or for tourist accommodation will be permitted in the countryside, including the Metropolitan Green Belt, the Countryside Protection Zone and beyond, if all the following criteria are met:

- a) **The buildings are of a permanent and substantial construction;**
- b) **They are capable of conversion without major reconstruction or significant extension;**
- c) **The development would protect or enhance the character of the countryside, its amenity value and its biodiversity and not result in a significant increase in noise levels or other adverse impacts;**
- d) **The development would not place unacceptable pressures on the surrounding rural road network (in terms of traffic levels, road safety countryside character and amenity).**

Homeworking

- 4.16. Many small businesses are started by people working in their own homes and information and communication technology is likely to increase the incidence of home-working. This could help address the issue of unsustainable journey to work patterns. A site on Sampford Road, Thaxted has been specifically identified for home/work units.

However home-working does not necessarily require planning permission. Permission is not normally required where the use of part of a home for business purposes does not change the overall character of the property's use as a dwelling.

5. Environment, Built and Natural

- 5.1. The policies on the built and natural environment have the following objectives:
- To safeguard the character of Uttlesford's historic settlements.
 - To conserve and enhance the historic buildings in Uttlesford and their setting.
 - To protect the natural environment for its own sake, particularly for its biodiversity, and agricultural, cultural and visual qualities.
 - To limit sensitive development in areas subject to high levels of noise from aircraft or other sources, and avoid deterioration in the noise environment.
 - To protect ground and surface water resources from contamination and over abstraction.
 - To protect users of residential properties in particular from long term exposure to poor ground level air quality.
 - To improve the health of the community.

Conservation Areas and Listed Buildings

- 5.2. There are 35 Conservation Areas in the District and about 3500 listed buildings or groups of buildings identified in the Statutory Lists. These buildings or groups represent about one quarter of the Essex total, itself one of the most richly endowed of all English counties.
- 5.3. The Listed Buildings in the District vary widely both in age and their vernacular materials. Clay tile, slate and long straw thatch are used for roof materials. The stock of buildings with long straw thatch is big enough to be a cluster of regional architectural importance. Although timber framed buildings predominate, some early buildings are constructed of brick and stone. External finishes include many excellent examples of weatherboarding, pargetting and flintwork. Every period from before the Norman Conquest is represented, but over 40% of all Listed Buildings date from the 17th century.
- 5.4. This rich heritage is one of the key elements in the quality of the local environment. It is important that the development pressures on the district are managed in ways that enable the built environment to be protected and enhanced and inappropriate development to be avoided. The Council will prepare Conservation Area Statements and supplementary planning documents on the design of development within conservation areas.

Policy ENV1 - Design of Development within Conservation Areas
Development will be permitted where it preserves or enhances the character and appearance of the essential features of a Conservation Area, including plan form, relationship between buildings, the arrangement of open areas and their enclosure, grain or significant natural or heritage features. Outline applications will

not be considered. Development involving the demolition of a structure which positively contributes to the character and appearance of the area will not be permitted.

Policy ENV2- Development affecting Listed Buildings

Development affecting a listed building should be in keeping with its scale, character and surroundings. Demolition of a listed building, or development proposals that adversely affect the setting, and alterations that impair the special characteristics of a listed building will not be permitted. In cases where planning permission might not normally be granted for the conversion of listed buildings to alternative uses, favourable consideration may be accorded to schemes which incorporate works that represent the most practical way of preserving the building and its architectural and historic characteristics and its setting

Open Spaces and Trees

- 5.5. There are open spaces of high environmental quality in many of the towns and villages. Such spaces may include village greens, commons or narrow tongues of agricultural land or woodland or large mature gardens. Sometimes, the land may have been left in a state of untidiness but, nevertheless, the existence of the space may be important to the character of the locality. Retention of the space would also enable its full environmental potential to be realised through an enhancement project. Normally it has been possible to protect such areas by ensuring that they lie beyond defined development limits. The need to protect similar areas within settlements is equally important and the most significant of these have been shown on individual inset maps. Other smaller spaces of importance will also be protected where development would be inappropriate, but it is not practicable to identify all of these.
- 5.6. Where the principle of development is acceptable it should avoid taking away features that are prominent elements and enhance the local environment, such as for example, healthy mature trees. However, as a specific example, it may not be possible to accommodate a residential development on a tight space without removing a clump of sycamore saplings or similar. This may be considered acceptable. Sometimes public facilities may be proposed on open space. Again, if a successful design can be achieved, a limited loss of open space may be permitted.

Policy ENV3- Open Spaces and Trees

The loss of traditional open spaces, other visually important spaces, groups of trees and fine individual tree specimens through development proposals will not be permitted unless the need for the development outweighs their amenity value.

Ancient Monuments and Sites of Archaeological Importance

- 5.7. Within Uttlesford District, approximately 3000 sites of archaeological interest are recorded on the Heritage Conservation Record (EHCR) maintained by Essex County Council. These sites are not shown on the proposals map and inquiries should be made to the County Archaeologist. Scheduled Ancient Monuments of which there are 73 in the District (December 2001) are shown on the proposals map. The EHCR records represent only a fraction of the total. Many important sites remain undiscovered and unrecorded. Archaeological sites are a finite and non-renewable resource. As a result it is important to ensure that they are not needlessly or thoughtlessly destroyed.
- 5.8. The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether the monument is scheduled or unscheduled. There is a presumption in favour of the preservation of nationally important sites and their settings. The need for development affecting archaeological remains of lesser importance will be weighed against the relative importance of the archaeology.

Policy ENV4 Ancient Monuments and Sites of Archaeological Importance.

Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there will be a presumption in favour of their physical preservation in situ. The preservation in situ of locally important archaeological remains will be sought unless the need for the development outweighs the importance of the archaeology. In situations where there are grounds for believing that sites, monuments or their settings would be affected developers will be required to arrange for an archaeological field assessment to be carried out before the planning application can be determined thus enabling an informed and reasonable planning decision to be made. In circumstances where preservation is not possible or feasible, then development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to commencement of the development.

The Quality of the Countryside

- 5.9. Uttlesford is a highly productive arable farming area. There is no Grade land but over 80% of the District is classified Grade 2 by the Ministry of Agriculture, Fisheries and Food. There is some Grade 3a land. This represents the best and most versatile farmland. Such land should be avoided for development unless sustainability considerations suggest otherwise.

- 5.10. Pastureland is not extensive but it does exist in the river valleys where drainage problems, in part, have resulted in Grade 3b designation. Although not the best and most versatile farmland, pasture land is important to the character and biodiversity of the district
- 5.11. Proposals to change agricultural land to domestic garden which are not likely to materially change the character or appearance of the surrounding countryside are those which for instance use unworkable corners of fields and do not create wedges of domestic garden intruding into an agricultural landscape. They should include appropriate boundary treatment such as hedgerows of indigenous species or fencing appropriate to a rural location such as post and rail fencing which do not have the effect of urbanising the area or of compromising the openness of the countryside. In the new garden conditions removing permitted development rights may be imposed where structures would compromise the open character.
- 5.12. The District's landscape includes important historic elements. There are twelve historic parklands identified on the Proposals Map and Inset Maps whose character remains relatively intact. Four of these parklands are included in the English Heritage Register of Historic Parks and Gardens. Development proposals will need to be sensitive to the way open space, plantation and water features create their particular landscape characteristics. There are ancient landscapes in two areas where there are notable complexes of surviving ancient semi natural woodland with coppice and standards, and medieval boundary banks: Hatfield Forest and the southern part of Debden Parish. In the latter case there is also clear evidence of very early piecemeal enclosure. Modest proposals such as agricultural development or farm diversification schemes complying with Policy E4 may be acceptable in historic landscapes if handled sensitively and where harm is compensated by landscape enhancement and biodiversity proposals.
- 5.13. Woodland and hedgerows are important components in the local landscape. Many field boundary hedgerows have been lost in recent years and woodlands in the landscape have often acquired particular prominence because of this. Hedgerow legislation introduced in 1997 means that the Council must be notified when an owner wishes to remove a hedgerow. If the hedge is of historic or ecological importance the Council can serve a Hedgerow Retention notice. While development should retain features listed in policy ENV8 wherever possible, it might be necessary, for example, to remove a length of hedging to provide adequate access to a barn conversion. This may be permitted provided there is an agreed scheme of compensating new planting. All of the visually important woodlands in the District are shown on the Proposals Map and Inset Maps. Broad byways and narrow enclosed high-banked lanes are also important elements in the character of the countryside. The best of these have been designated Protected Lanes.

- 5.14. Some of the woodlands are very old and of ecological importance. The best habitats are designated as Sites of Special Scientific Interest. Hales Wood and Hatfield Forest are National Nature Reserves. Sites of Special Scientific Interest are identified by English Nature as being of special interest by reason of flora, fauna, geological or physiographic features. Most of the sites in Uttlesford are ancient woodlands, but there are good examples of specific grassland/ streamside habitats. Halls Quarry is a site of geological interest. Where the Council has statutory discretion to require an environmental assessment, because a relevant project is likely to have significant effects on the special character of an SSSI, it will normally require one.
- 5.15. Sites of Special Scientific Interest and National Nature Reserves have the maximum degree of protection from development. Examples of exceptions, though, might be a minor development such as a new access or visitor facilities with limited effects, or a nearby development that might also have limited effects on nature conservation value of the protected site. Other nature conservation sites will still be given a high degree of protection, but a use with limited and temporary effects on biodiversity might be acceptably accommodated if there are landscape considerations that weigh against other technically feasible sites. Also there may be operational reasons why development needs should sometimes override biodiversity objectives. Appropriate mitigation measures will be sought to compensate for biodiversity losses.
- 5.16. Roadside verges also represent uncultivated areas in an intensively farmed landscape where rare plants may still be found, and Special Verges are shown on the Proposals Map and Inset Maps as areas to which Policy ENV8 applies. Special Verges may often be associated with lanes following historic alignments. Other sites of local ecological value exist and further sites worthy of protection may be identified in the Plan period, which might include Local Nature Reserves. The Council will work with English Nature, Town and Parish Councils and landowners to secure the declaration of new Local Nature Reserves in and around the District's main settlements.
- 5.17. Part 1 of the Wildlife and Countryside Act 1981 sets out the protection which is afforded to wild animals and plants. The presence of a protected species such as bats, barn owls, badgers, great crested newts or water voles on a site will be taken into account when considering a proposal for development. Particular care needs to be given to proposals for the redevelopment of derelict sites. Such sites with derelict buildings and areas of hard standing provide suitable habitats for amphibians and reptiles. Development will either be refused or be subject to a requirement that reasonable precautions be taken. This is not an issue restricted to the countryside, as bats, for example, may roost in the roof spaces of buildings in towns and villages.

Policy ENV5 - Protection of Agricultural Land

Development of the best and most versatile agricultural land will only be permitted where opportunities have been assessed for accommodating development on previously developed sites or within existing development limits. Where development of agricultural land is required, developers should seek to use areas of poorer quality except where other sustainability considerations suggest otherwise.

Policy ENV6 – Change Of Use of Agricultural Land to Domestic Garden

Change of use of agricultural land to domestic garden will be permitted if the proposal, particularly its scale, does not result in a material change in the character and appearance of the surrounding countryside. Conditions regulating development rights associated with the proposal may be necessary.

Policy ENV7 - The Protection of the Natural Environment - Designated Sites

Development proposals that adversely affect areas of nationally important nature conservation concern, such as Sites of Special Scientific Interest and National Nature Reserves, will not be permitted unless the need for the development outweighs the particular importance of the nature conservation value of site or reserve.

Development proposals likely to affect local areas of nature conservation significance, such as County Wildlife sites, ancient woodlands, wildlife habitats, sites of ecological interest and Regionally Important Geological/ Geomorphological Sites, will not be permitted unless the need for the development outweighs the local significance of the site to the biodiversity of the District. Where development is permitted the authority will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's conservation interest.

Policy ENV8 – Other Landscape Elements of Importance for Nature Conservation

Development that may adversely affect these landscape elements

Hedgerows	Plantations
Linear tree belts	Ponds
Larger semi natural or ancient woodlands	reservoirs
Semi-natural grasslands	River corridors
Green lanes and special verges	Linear wetland features
Orchards	Networks or patterns of other locally important habitats.

will only be permitted if the following criteria apply:

- a) **The need for the development outweighs the need to retain the elements for their importance to wild fauna and flora;**

- b) Mitigation measures are provided that would compensate for the harm and reinstate the nature conservation value of the locality.**

Appropriate management of these elements will be encouraged through the use of conditions and planning obligations.

Policy ENV9 – Historic Landscapes

Development proposals likely to harm significant local historic landscapes, historic parks and gardens and protected lanes as defined on the proposals map will not be permitted unless the need for the development outweighs the historic significance of the site.

Noise

- 5.18. Policies ENV10 and ENV11 aim to ensure that wherever practicable, noise sensitive developments are separated from major sources of noise such as road, rail and air transport and certain types of industrial development
- 5.19. Aircraft movements are a particular major source of noise in Uttlesford. Aircraft taking off from Stansted are required to follow “noise preferential routes” (NPRs) to a height of 3,000 feet (4,000 feet at night time), maintaining a minimum climb gradient of 4%, and remain within a 1.5 kilometre swathe either side of the centre line of the NPR. Two sets of NPRs have been designated by the Civil Aviation Authority. There are statutory requirements for landing aircraft. Aircraft using the Instrument Landing System should not descend below 2,000 feet prior to intercepting the glidepath, and then not fly below it. At night, aircraft should not descend below 3,000 feet until on their final approach and less than 10 nautical miles from touchdown.
- 5.20. Calculation of the noise index of exposure to aircraft noise takes into account the level of use of each NPR and glide path, the number of aircraft movements and aircraft type. Indices are calculated for each year, based on the actual number of movements, and for the future scenario of 25mppa using assumptions. Monitoring of air noise patterns will help to ensure that the policy continues to be applied to the most appropriate area. Noise sensitive developments include residential uses.
- 5.21. National guidance on Planning and Noise indicates the appropriate response to the level of noise by source. This includes road, rail and mixed sources as well as air noise.

Policy ENV10 - Noise Sensitive Development and Disturbance from Aircraft

Housing and other noise sensitive development will not be permitted if the occupants would experience significant noise disturbance. This will be assessed by using the appropriate noise

contour for the type of development and will take into account mitigation by design and sound proofing features

- 5.22. It is equally important that new development involving noisy activities should if possible be sited away from noise sensitive land uses. Development that generates noise is typically associated with economic activity. A B2 general industrial use, transport infrastructure, or a significant traffic generator are examples. It will be necessary to weigh the benefit of the jobs created, the value of the business supported, the reduction in congestion costs and any other benefits against the degree of annoyance caused by the noise in the case of these developments, taking into account any controls and mitigation measures that could reasonably be imposed by condition.

Policy ENV11 - Noise Generators

Noise generating development will not be permitted if it would be liable to affect adversely the reasonable occupation of existing or proposed noise sensitive development nearby, unless the need for the development outweighs the degree of noise generated.

Protection of Water Resources

- 5.23. The Environment Agency publishes information on the localities where contamination of ground water is a critical issue because of proximity to abstraction sites where water is drawn off for potable supply. There are four such sites under the upper reaches of the Cam, at Arkesden, Debden Road Saffron Walden, Springwell and Uttlesford Bridge Wendens Ambo; two in the Pant valley, at Hempstead and Gambers Hall Bardfield; and three in the Chelmer Valley, at Armitage Bridge and Bolford Street Thaxted and Great Dunmow. A major aquifer lies under most of the northern half of the district.
- 5.24. Development must minimise its impact on the environment by adopting environmental best practice and necessary pollution measures. Supplementary Planning Documents will be prepared on design issues including measures to protect water resources.

Policy ENV12 –Protection of Water Resources

Development that would be liable to cause contamination of groundwater particularly in the protection zones shown on the proposals map, or contamination of surface water, will not be permitted unless effective safeguards are provided.

Air Quality

- 5.25. The Council's air quality management strategy has identified that, based on traffic forecasts, poor air quality is anticipated alongside the M11 and the new A120. Since both run through the open countryside where there is strict control on new buildings it is unlikely there will be many proposed developments close to either road. The widths of the zones

are based on Government standards for the traffic levels predicted. The extent of the zones is based on Local Air Quality Management Technical Guidance Note 3 in respect of Nitrogen Dioxide using the Design Manual for Roads and Bridges Screening Model.

Policy ENV13 – Exposure to Poor Air Quality

Development that would involve users being exposed on an extended long-term basis to poor air quality outdoors near ground level will not be permitted. A zone 100 metres on either side of the central reservation of the M11 and a zone 35 metres either side of the centre of the new A120 have been identified on the proposals map as particular areas to which this policy applies.

Contaminated Land

- 5.26. The principle of sustainable development means that, where practicable, brownfield sites, including those affected by contamination, should be recycled into new uses. Any proposal on contaminated land needs to take proper account of the contamination. Mitigation measures, appropriate to the nature and scale of the proposed development will need to be agreed.

Policy ENV14 – Contaminated Land

Before development, where a site is known or strongly suspected to be contaminated, and this is causing or may cause significant harm, or pollution of controlled waters (including groundwater) a site investigation, risk assessment, proposals and timetable for remediation will be required.

Renewable Energy

- 5.27. Forms of renewable energy include wind power, solar power and biomass (plant materials either grown specifically for energy production or generated as a by product of another industry such as forestry wastes). In Uttlesford it is expected that acceptable schemes in the District would be relatively small scale e.g. solar panels, single wind turbines serving single or small groups of dwellings and/or businesses. Schemes should be sited close to settlements or groups of buildings in rural areas and close to the origin of the energy resource. Development will only be permitted in locations where the local road network is capable of handling any additional traffic generated by the proposal.

Policy ENV15 - Renewable Energy

Small scale renewable energy development schemes to meet local needs will be permitted if they do not adversely affect the character of sensitive landscapes, nature conservation interests or residential and recreational amenity.

6. Housing

- 6.1. The policies on housing have the following objectives:
- To meet the Structure Plan housing requirement and provide sufficient housing to meet locally generated requirements;
 - To concentrate housing development in the main urban areas and other locations well related to employment and facilities; and
 - To meet the need for affordable housing and retain mixed and balanced communities.

Housing Development

- 6.2. The structure plan requirement for the period 1996 to 2011 is 5,600 homes. Between 1996 and 2000, 980 homes have been completed. This local plan accordingly needs to show how at least 4,620 homes will be provided over the period 2000 to 2011. Over 40% already had planning permission in April 2000. There were permissions for 318 homes (net) on sites for 11 dwellings or less and permissions for 1,575 homes on sites for 12 or more dwellings. Some of these were under construction, others not yet started. The key element is the remainder.
- 6.3. It is important to strike a balance between making effective use of developed land within development limits and protecting their character. Uttlesford's urban areas are relatively small and the opportunities for development in them limited by relatively few potential sites. This is why 75% of the housing provision is proposed in urban extensions and two major settlement expansions. Much of this land already has planning permission, but this plan seeks to make effective use of these large sites, acknowledging that outstanding commitments may constrain what can be achieved on a specific site. Elsewhere, the opportunities for development in a linear loose settlement sensitive to its character may be different from those in a village where historically buildings have been more clustered. Proposals will also need to respect the character of village approaches. Some have an abrupt break between settlement and countryside. Others have a more gradual transition with well spaced out properties.
- 6.4. Policy H1 proposes a total of 5052 dwellings, which allows for flexibility in case some sites do not come forward in the Plan period. The allocation of sites has taken into account:
- The availability of previously developed land;
 - The location and accessibility of sites;
 - The capacity of existing and potential infrastructure;
 - The ability to build communities
 - Constraints such as flood risk.
 - A review of land previously allocated for employment purposes.

- 6.5. A search sequence has been followed, starting with the re-use of previously developed land in urban areas identified in an urban capacity study, then urban extensions and finally two other key sites within the A120 transport corridor, with its potential to support public transport.
- 6.6. There are eight strategic sites, that is those with a capacity of more than 50 dwellings. Three of these are on previously developed land.
- Development of the Oakwood Park site commenced in 1999 and is expected to be completed in 2006/7 taking into account the limit of 305 occupations prior to the new A120 dual carriageway.
 - Development of the Printpack site, Radwinter Road, Saffron Walden started in 2001/2 and was completed in 2002/3.
 - Development of part of the Thaxted Road Saffron Walden site started in 2003/4.
- 6.7. The remaining sites are greenfield sites
- A substantial part of the largest site, the Woodlands Park site at Great Dunmow had planning permission at the beginning of the plan period and its development is expected to extend throughout the plan's duration with completion in 2010/11.
 - The Rochford Nurseries development in Birchanger/ Stansted is expected to be supplying houses in 2005/6 following off site infrastructure works.
 - The site, west of Hawthorn close in Takeley village is expected to be supplying houses in 2004/5
 - Implementation of the extensive Priors Green site is likely to extend throughout the remainder of the Plan's duration with completion in 2010/11.
 - The eighth strategic site is a greenfield site, which would be an urban extension to Saffron Walden south of Ashdon Road. Half of the site is allocated during the plan period and half will only be developed if monitoring of housing supply indicates that there will be a significant shortfall against the structure plan housing requirement.
- 6.8. A combination of a strong housing market and site specific factors will mean that the objective of securing housing on previously developed land before taking greenfield sites will be achieved in the district. Site specific factors include the need for some developments to be phased in relation to off site highway infrastructure,

Policy H1 – Housing Development

The local plan proposes the development of 5052 dwellings for the period 2000 to 2011 by the following means:

- a) **The re-use of existing buildings and previously developed land, and the use of unused land, within the development limits of the main urban areas:**
- **Great Dunmow (228 dwellings);**

- **Saffron Walden (399 dwellings; and**
 - **Stansted Mountfitchet (121 dwellings)**
- b) **Urban extensions to two of the main urban areas, and settlement expansions:**
- **Oakwood Park, Little Dunmow (810 dwellings);**
 - **Rochford Nurseries, Birchanger and Stansted Mountfitchet (720 dwellings);**
 - **Takeley and Priors Green (939 dwellings); and**
 - **Woodlands Park, Great Dunmow (1253 dwellings).**
 - **Ashdon Road Saffron Walden (75 dwellings)**
- c) **Re-use of existing buildings and previously developed land outside urban areas (450 dwellings).**
- d) **Other contributions to supply, including development with outstanding planning permission not included in the above categories.**
- **Bellrope Meadow Thaxted (30 dwellings)**
 - **Brocks Mead Great Easton (20 dwellings)**
 - **Hassobury (7 dwellings).**

Policy H2 - Reserve Housing Provision

The following urban extension site will only be fully developed before 2011 if monitoring of housing supply indicates that the total proposed provision of 5052 dwellings between 2000 and 2011 as set out in Policy H1 is unlikely to be achieved. A supplementary planning document will be prepared enabling the release of the site if its development should prove necessary before 2011:

- **Land south of Ashdon Road Saffron Walden**

Community-Led Plans and Village Housing

- 6.9. Policy H1 concentrates housing development in the main urban areas and other locations well related to employment and facilities. Within the villages development is generally limited to single infill plots and conversions, or affordable housing on exception sites. In order therefore to ensure that the needs of villages are adequately met through market and affordable housing the Council will work with Parish Councils and Community Groups to support them in producing community-led plans.
- 6.10. Community-led plans allow Parish Councils and community groups to get actively involved in the decision making processes that affect the future of their village. The process of producing a community-led plan includes extensive survey work to establish local needs and aspirations highlight priorities and develop an action plan and vision for the future of the community.

- 6.11. A protocol and guidance on Community Led Plans will be adopted by the Council as a Supplementary Planning Document.
- 6.12. The District Council will support the production of community-led plans and adopt consistent and robust community-led plans dealing with land-use, development and design as supplementary planning documents. Adopted Community-led Plans will be a material consideration in determining planning applications. Where the community-led plan proposes additional residential development which would involve an amendment to the Village Development Limit, this will be considered as an alteration to the Adopted Plan or incorporated into future Development Plan Documents.

Infilling

- 6.13. Infilling with new houses will be permitted within settlements subject to safeguards. Some settlements are not included in any boundary. These are settlements where there are no apparent opportunities for infilling, because there are no gaps left for development and, in some cases, the approaches to the village are too loose in character for development to be appropriate.
- 6.14. There is no specific policy on infilling outside development limits because any infill proposals will be considered in the context of Policy S7. This says that development will be strictly controlled. It means that isolated houses will need exceptional justification. However, if there are opportunities for sensitive infilling of small gaps in small groups of houses outside development limits but close to settlements these will be acceptable if development would be in character with the surroundings and have limited impact on the countryside in the context of existing development.

Policy H3 –New Houses within Development limits

Infilling with new houses will be permitted on land in each of the following settlements if the development would be compatible with the character of the settlement and, depending on the location of the site, its countryside setting. This will be in addition to the sites specifically allocated as urban extensions and settlement expansions. Windfall sites will be permitted if they meet all the following relevant criteria:

- a) The site comprises previously developed land;**
- b) The site has reasonable accessibility to jobs, shops and services by modes other than the car, or there is potential for improving such accessibility;**
- c) Existing infrastructure has the capacity to absorb further development, or there is potential for its capacity to be increased as necessary;**
- d) Development would support local services and facilities; and**
- e) The site is not a key employment site.**
- f) Avoid development which makes inefficient use of land.**

The list of settlements is:

**Arkesden
Ashdon (Incl Church End)
Barnston
Berden
Birchanger and Parsonage Farm
Chrishall
Clavering (Incl. Hill Green)
Debden
Elmdon
Elsenham
Felsted (Including Causeway End, Watch House Green/Bannister Green)
Great Chesterford
Great Dunmow
Great Easton
Great Hallingbury (incl Bedlar's Green)
Great Sampford
Hadstock
Hatfield Broad Oak
Hatfield Heath (East and West)
Hempstead
Henham
High Easter
High Roding
Leaden Roding
Little Easton (Duck Street)
Little Hallingbury (north and south)
Littlebury
Manuden
Newport
Quendon and Rickling Green
Radwinter
Saffron Walden
Sewards End
Stansted Mountfitchet
Start Hill
Stebbing
Takeley
Takeley Street
Thaxted
Wendens Ambo
White Roding
Wicken Bonhunt
Widdington**

The limit of each settlement for the purposes of this policy is defined on the proposals map.

Backland Development and Subdivision of Dwellings

- 6.15. The development of sites without a road frontage and the conversion of existing large residential properties, into smaller apartments for example, are also acceptable, again subject to safeguards.

Policy H4 – Backland Development

Development of a parcel of land that does not have a road frontage will be permitted, if all the following criteria are met:

- a) **There is significant under-use of land and development would make more effective use of it;**
- b) **There would be no material overlooking or overshadowing of nearby properties;**
- c) **Development would not have an overbearing effect on neighbouring properties;**
- d) **Access would not cause disturbance to nearby properties.**

Policy H5 – Subdivision of Dwellings

The subdivision of dwellings into two or more units will be permitted if the character of the area would not adversely be affected.

Conversion of Rural Buildings to Homes

- 6.16. Conversion of rural buildings to homes may continue to be an issue during the Plan period, as there is still a considerable stock of buildings with market potential. These may include former chapels, small agricultural buildings and so on, but most of them are barns.
- 6.17. Residential conversion can be problematic because this type of development may result in a loss of the barn's character and damage its historic structure. The best solution is usually achieved by converting such buildings to a light industrial or commercial use.
- 6.18. However, the conversion of those barns whose historic, traditional or vernacular form enhances the character of the rural area to homes will be permitted, if their character would be conserved. These will normally be listed buildings, or unlisted buildings of environmental merit, probably constructed in the period from the mid 19th to the early 20th century, substantially unaltered and constructed in an historic and vernacular tradition of materials contemporary with their age. They may form part of, and make a contribution to, a group of buildings that enhances the character of the countryside.
- 6.19. There are a small number of Grade 1 and Grade 2* agricultural buildings whose qualities are so outstanding that conversion to residential use may be very difficult to reconcile with respecting and conserving their special characteristics.

- 6.20. There is also a relatively small number of historic barns that are so large that their size would enable conversion to several dwellings. Such conversion schemes would normally be unacceptable because the number of units would give rise to an inappropriate multiplicity of windows, doors, access points and external finishes. It may be feasible to convert some of the bays to one or two dwellings and retain others as ancillary domestic storage in some instances. This is not intended to preclude the conversion of a range or group of buildings into a number of units provided each main structural element is not sub-divided. The erection of small links between buildings suitable for conversion may be permitted.
- 6.21. Applications for conversion of rural buildings to residential use must be full applications with all proposed works detailed. Where conversion of a timbered building is proposed the Council will normally require full survey drawings of the frame in support of an application, to assess the effect on the character of the building. Where barns are involved, conversions will need to retain the large internal volumes typical of such rural structures. Barns and other structures may well be actively occupied by a mammal or bird protected under the Wildlife and Countryside Act 1981 and consideration will be need to be given to whether reasonable precautions can be taken to avoid harming them.
- 6.22. Permission will not be granted for residential conversion of barns if they have no environmental qualities.

Policy H6 - Conversion of Rural Buildings to Residential Use

The conversion of rural buildings to dwellings will be permitted if all the following criteria apply:

- a) **It can be demonstrated that there is no significant demand for business uses, small scale retail outlets, tourist accommodation or community uses**
- b) **They are in sound structural condition;**
- c) **Their historic, traditional or vernacular form enhances the character and appearance of the rural area;**
- d) **The conversion works respect and conserve the characteristics of the building;**
- e) **Private garden areas can be provided unobtrusively.**

Substantial building reconstructions or extensions will not be permitted. Conversion will not be permitted to residential uses on isolated sites in the open countryside located well away from existing settlements. Conditions regulating land use or development rights associated with proposals may be necessary.

Replacement Dwellings

- 6.23. Because of the strength of the housing market locally, the redevelopment of an existing home has become a viable proposition, especially if a larger property is permitted. Outside development limits,

redevelopment may be acceptable but only if the opportunity is taken to put up a building that reflects local character, is sensitively sited and, through new planting, on balance enhances the countryside.

Supplementary Planning Documents will be prepared by the Council.

Policy H7– Replacement Dwellings

A replacement dwelling will be permitted if it is in scale and character with neighbouring properties. In addition, outside development limits, a replacement dwelling will not be permitted unless, through its location, appearance and associated scheme of landscape enhancement it would protect or enhance the particular character of the countryside in which it is set.

Home Extensions

- 6.24. While home extensions reduce the stock of smaller, cheaper housing, an extension may be the only way many households can afford to secure the accommodation they need as their requirements change. Extending a three bedroom home into a four bedroom property will mean that the car parking standard changes from two to three spaces. Depending on circumstances, development abutting a property boundary can have an overbearing effect on adjoining properties. Leaving a gap between development and the site boundary can help avoid this problem arising.

Policy H8 – Home Extensions

Extensions will be permitted if all the following criteria apply:

- a) **Their scale, design and external materials respect those of the original building;**
- b) **There would be no material overlooking or overshadowing of nearby properties;**
- c) **Development would not have an overbearing effect on neighbouring properties;**

Affordable Housing and Mixed and Balanced Communities

- 6.25. There are, and will continue to be, many households or potential households in Uttlesford lacking their own housing or living in housing that is inadequate or unsuitable, who are unlikely to be able to meet their needs in the housing market without some assistance. This is the Government's definition of housing need. It is estimated that the scale of the requirements for affordable housing is nearly 300 homes a year for the period 2001 to 2006 taking into account the backlog of existing need, reducing to about 230 homes a year for the next five year period to 2011 once the backlog has been addressed. Much of the need is newly arising each year. The ten year requirement is accordingly 2,650. If the newly arising need in 2000-1 (the underlying rate of about 230 homes a year) is added to this, the total of 2,880 represents just under 60% of the total housing provision in the plan for 2000-11. Future surveys will include a 'Key Worker' housing needs survey to identify who are the key workers in Uttlesford as well as their housing needs.

- 6.26. Over 40% of the homes proposed in total already had planning permission in April 2000. The supply of housing from these sites that would address the situation of those who are unlikely to be able to meet their needs in the housing market without some assistance is already determined. It is about 200 homes (11%). This means that the balance of the total requirement, 2,680, has to be compared with the balance of the housing provision without planning permission of about 3190. In practice the ratio will be even more unfavourable, because of planning permissions granted between 2000 and the date when the policies in this Plan are capable of being accorded sufficient weight to be implemented. The situation justifies affordable housing being sought on as many sites as is practicable, subject to national planning policy.
- 6.27. In Government policy advice, the term affordable housing includes low cost market housing, discounted market housing, as well as housing for social rent or shared ownership from social landlords. However, new build low cost market housing is unlikely to address housing need in Uttlesford. This is because new build housing is significantly more expensive than second hand properties, and those households who are on the margins of being able to meet their needs in the housing market will be purchasing second hand towards the bottom end of the price band.
- 6.28. For affordable housing to be relevant to those in housing need in Uttlesford it must meet the following tests:
- It results in weekly outgoings on housing costs that 20% of Uttlesford households in need can afford, excluding housing benefits.
 - Such housing should be available, both initially and for subsequent occupancy, only to those with a demonstrable housing need.
- 6.29. This Plan sets a target of 40% of dwellings to be affordable housing, meeting the weekly outgoings on housing costs and availability tests above. This represents a compromise between the proportion justified by the scale of need and what the housing industry can reasonably be expected to provide. The percentage and type of affordable housing on any given site will be subject to negotiation at the time of a planning application, to allow issues of site size, sustainability and economics of provision to be considered. Within Great Dunmow, Saffron Walden and Stansted Mountfitchet, on sites of 0.5 hectares or of 15 dwellings or more 40% affordable housing will be negotiated. Where appropriate consideration will also be given to the provision of housing to meet special needs. The level of housing provision sought on a site should have regard to the Council's target for housing provision yet should not make the development unviable. Elsewhere in the District 40% affordable housing will be similarly sought on sites of 0.5 hectares or of 15 dwellings or more. There may however be smaller sites within the rural areas which could provide a useful contribution to the Council's supply of affordable housing. Appropriate sites should still be large enough to ensure a viable scheme and not lead to the provision of only 1

or 2 affordable units on a site which would lead to a fragmented approach to affordable housing in the rural areas.

- 6.30. It will be important to achieve mixed and balanced communities in two respects: within a larger site, and the village as a whole in the case of smaller settlements. All developments on a site of 3 or more homes must include an element of small 2 and 3 bed homes, which must represent a significant proportion of the total, for those households who are able to meet their needs in the market and would like to live in a new home.

Policy H9- Affordable Housing

The Council will seek to negotiate on a site to site basis an element of affordable housing of 40% of the total provision of housing on appropriate allocated and windfall sites, having regard to the up to date Housing Needs Survey, market and site considerations

Policy H10 – Housing Mix

All developments on sites of 0.1 hectares and above or of 3 or more dwellings will be required to include a significant proportion of market housing comprising small properties.

Affordable Housing on “Exception Sites”

- 6.31. As a consequence of the scale of affordable housing needs and the need to retain mixed and balanced communities, the Council will also exceptionally release suitable land in rural areas for local needs housing that would not otherwise normally receive planning permission. Any such provision will be additional to the housing provision in this Plan, although the number of units completed will be taken into account in future reviews of this Plan.
- 6.32. It is important to establish that a need exists and then to ensure that accommodation is made available for those people who have a genuine need for housing in the locality that they cannot meet in the market. Such persons may, for example, include existing residents who need separate accommodation locally, those who provide an important local service, or people who have longstanding links with the local community, such as people who used to live in a village but were forced to move away because of a lack of affordable housing, and elderly people who need to move back into a village to be near relatives. 'Local' in this context means 'within the parish', principally, although the needs of those who live or work in an adjoining parish may also be accepted. This would particularly apply where a scheme is proposed in a larger village that would meet the needs of adjoining smaller communities. It is essential that a registered social landlord is involved to achieve control over future occupancy of the homes provided on such sites.
- 6.33. Schemes are likely to be more appropriate in larger communities providing a basic range of services including a primary school, public

transport and adequate infrastructure for sewage disposal. Sewage disposal should be considered at an early stage so that any implications for the viability of a scheme can be taken into account. Various schemes are currently being considered and it is expected that a number will be built during the Plan period. It is intended that in most villages such housing developments will be the only new development sites. In Green Belt villages the need will have to represent special circumstances to justify an exception to Policy S6.

Policy H11 – Affordable Housing on “Exception Sites”

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

- a) 100% of the dwellings are to be affordable and provided through a Registered Social Landlord;**
- b) The development will meet a particular local need that cannot be met in any other way;**
- c) The development is of a scale appropriate to the size, facilities and character of the settlement; and**
- d) The site adjoins the settlement.**

Agricultural Workers' Dwellings

- 6.34. The erection of a new dwelling for someone engaged in agriculture who has to be available on the holding at all times is one instance where new buildings may exceptionally be permitted in the countryside.
- 6.35. Applications for planning permission in such circumstances will need to demonstrate that the intention to engage in agriculture is genuine and will be sustained for a reasonable period of time. It will also be necessary to establish that the enterprise needs one or more workers to be readily available at most times, for example to provide essential care to animals or processes at short notice and to deal quickly with emergencies that could cause serious loss of crops or produce.
- 6.36. Such dwellings may be exceptionally permitted in open countryside only because of the needs of the enterprise. In these cases dwellings will normally be modest in size, commensurate with the function of providing accommodation for an agricultural worker or a farm manager, as appropriate, and be related to the needs of the holding in terms of its scale. The test is a stringent one. The application must demonstrate that new residential accommodation is essential for the enterprise, and not just convenient.

Policy H12 - Agricultural Workers' Dwellings

New dwellings or the conversion of existing buildings for agricultural workers may be permitted if both the following criteria are met:

- a) **It can be demonstrated that there is an essential need for someone to live permanently on site to provide essential care to animals or processes or property at short notice.**
- b) **The scale of the proposed dwelling(s) relates to the needs of the agricultural enterprise.**

In these exceptional circumstances, residential occupancy conditions will be imposed.

Removal of Agricultural Occupancy Conditions

- 6.37. The need for agricultural dwellings may change from time to time with economic circumstances and some agricultural dwellings approved in the past have since become surplus to requirements. In order to maintain the credibility of Policy H13 it is important that such conditions, once imposed, should remain in force unless it can be proved beyond doubt that the essential need no longer exists, both on the particular holding and in the locality.

Policy H13 - Removal of Agricultural Occupancy Conditions

The removal of agricultural occupancy conditions will not be permitted unless both the following criteria are met:

- a) **The dwelling is genuinely surplus to the current and foreseen future agricultural needs of the holding, neighbouring locality and local farmers.**
- b) **The dwelling has been widely advertised for at least six months on terms reflecting its occupancy condition.**

7. Leisure and Cultural Provision

7.1. The policies in this section have the following objectives:

- To safeguard existing open space within towns and villages for either formal or informal recreation.
- To enable the provision of community facilities in villages, which would accommodate activities central to village life, even where development would not normally be permitted.
- To develop sport and leisure facilities at key sites and enable outdoor recreation in the countryside whilst protecting its character and amenities.
- To ensure that play facilities are included in developments where appropriate.
- To support tourism in Uttlesford within the capacity of its towns and countryside to accommodate visitors.
- To improve access to leisure and cultural facilities and to ensure that all leisure and cultural provision is accessible for the benefit of the whole community to ensure social inclusion.

Sports Fields and Recreational Facilities

7.2. As there is already a deficiency in the number of playing pitches, policy LC1 is concerned with total or partial loss of playing fields, open space and allotments. It applies whether the facilities are still in active use or whether through ownership, for example, this is now prevented. It also applies to development that would prejudice the use of land as playing fields, open space or allotments. It is not intended to prevent the provision of facilities such as changing rooms, pavilions and club houses. If replacement facilities are proposed these must be at least as good as those lost in terms of location, quantity, quality, and management arrangements. They must also be made available before development of the existing site begins. An assessment of current and future needs will need to be submitted demonstrating that there is an excess of playing fields in a locality and the catchment of the facility, or that the site has no special significance to sport or recreation, if planning permission is to be granted for development under exception b).

Policy LC1 - Loss of Sports Fields and Recreational Facilities

Development will not be permitted if it would involve the loss of sports fields or other open space for recreation, including allotments. Exceptions may be permitted if either of the following applies:

- a) Replacement facilities will be provided that better meet local recreational needs;**
- b) The need for the facility no longer exists.**

7.3. The Council intends to work with town and parish councils to provide and/ or improve facilities in the District

- 7.4. Extensions or additional facilities at existing sports and leisure centres or school sites with potential for dual school and community use will be permitted outside as well as within settlements.

Access to Leisure and Cultural Facilities

- 7.5. All development proposals for leisure and cultural purposes, whether new build, conversion or extension need to be accessible to all, to ensure social inclusion.

Policy LC2 - Access to Leisure and Cultural Facilities

Development proposals for sports facilities, arts and leisure buildings, hotel and tourist facilities, will be required to provide inclusive access to all sections of the community, regardless of disability, age or gender.

Policy LC3 - Community Facilities

Community facilities will be permitted on a site outside settlements if all the following criteria are met:

- a) **The need for the facility can be demonstrated;**
- b) **The need cannot be met on a site within the boundaries;**
- c) **The site is well related to a settlement.**

Policy LC4 - Provision of Outdoor Sport and Recreational Facilities Beyond Development limits

The following developments will be permitted:

- a) **Outdoor sports and recreational facilities, including associated buildings such as changing rooms and club-houses;**
- b) **Suitable recreational after use of mineral workings.**

Play Facilities

- 7.6. The Council's Leisure and Cultural Strategy emphasises the importance of working with partners to ensure that opportunities exist for all young people to play and to have access to play facilities, acknowledging the National Playing Fields Association standards. Supplementary Planning Documents will be prepared setting out the requirements for play facilities associated with development.

Tourist Accommodation

- 7.7. The development of tourism is supported to increase the economic benefits to the district provided this is done in a sustainable way. If the development involves the re-use of a rural building, Policy E5 will also apply.

Policy LC5– Hotels and Bed and Breakfast Accommodation

New building, change of use of an existing building or extension to existing accommodation will be permitted within development

limits if the development would not harm the character or amenities of the surrounding area. Development outside development limits will only be permitted if either of the following apply:

- a) it involves the re-use of a rural building; or**
- b) it is an extension or replacement of existing serviced accommodation.**

Land west of Little Walden Road Saffron Walden

- 7.8. Saffron Walden is the focal point for the northern half of the district yet it is deficient in a number of leisure and cultural amenities. The town lacks a modern Arts and Community centre. The existing venue of the Town Hall which was built in 1879 and is a listed building which restricts alterations, provides a level of accommodation below modern expectations. Secondly Saffron Walden has a longstanding problem of inadequate provision of playing fields, and does not meet the National Playing Fields Association standards.
- 7.9. A site west of Little Walden Road, Saffron Walden, close to the Town Centre, has been identified to provide a mixed development consisting of a community centre, playing fields and associated car parking. A Master Plan will be prepared in consultation with the Town Council, residents, and local sports clubs to identify the juxtaposition of uses, and the type of playing fields needed.

Policy LC6 - Land West of Little Walden Road Saffron Walden

A site west of Little Walden Road, Saffron Walden has been identified to provide a community centre and playing fields as part of a mixed development scheme as proposed by Policy SW7.

8. Retailing and Services

8.1. The policies in this section have the following objectives:

- To sustain and enhance the vitality and viability of Saffron Walden as a principal shopping centre, of Great Dunmow as a smaller town centre, and of the local centres of Stansted Mountfitchet and Thaxted;
- To promote mixed use commercial developments in these centres;
- To focus retail and mixed use commercial developments in locations that maximise the opportunities to use means of transport other than the private car;
- To prevent further loss of retail and other services in rural areas.

Town and Local Centres

8.2. This policy is intended to enable development appropriate to the character of the four centres. Their health as retail centres was somewhat fragile in 2000 and vulnerable to loss of trade. This Plan allows for extensions to existing shops and for opportunities to develop small units, which could meet the need for additional retail floorspace as a consequence of available expenditure within the centre's catchments or improved shopping environments for consumers, albeit not in large stores because of an absence of suitable sites within centres or in edge of centre locations. Local centre partnerships will be encouraged to help promote the centres. Government and county structure plan policy is that retail and other town centre uses attracting large numbers of people should be located in town centres.

Access to Retailing and Services

8.3. Development proposals such as shops and restaurants and other commercial buildings which the public may use will be required to provide safe, easy, and inclusive access to all regardless of disability, age or gender.

Policy RS1 - Access to Retailing and Services

All retail and service development proposals where there is public access, whether new build, conversion or extension need to be accessible to all, to ensure social inclusion.

Policy RS2 – Town and Local Centres

Retail, commercial and community uses or mixed-use development including a residential element will be permitted in the centres of Saffron Walden, Great Dunmow, Stansted Mountfitchet or Thaxted if it meets all the following criteria:

- a) It maintains or enhances their role as retail and service centres;**
- b) It does not harm their historic and architectural character;**
- c) It contributes to the diversity of retail and other commercial activity;**

- d) **It does not result in significant loss of houses or flats in the centres;**
- e) **It does not prejudice the effective use of upper floors as living or business accommodation.**

Retail and other Facilities in the Rural Areas

- 8.4. Local facilities in the villages are vital to many residents and are an important feature of rural life and they also contribute to the tourism economy. The planning process cannot ensure that a business stays open but it can provide a framework for considering proposals to change the use of a shop or pub to a dwelling, for example. It is important that communities make good use of local facilities to make a sound case for refusing changes of use and the Council will encourage community run schemes.
- 8.5. The property is required to have been advertised for sale at a realistic price for a minimum of 12 months. A 'realistic price' is one at which the property might be expected to sell if it were to continue in its present use (and without the benefit or prospect of permission for a change of use to some other purpose, such as private dwelling).

Policy RS3 – Retention of Retail and other Services in Rural Areas

Change of use of community facilities such as shop, post office, public house, garage, doctors/dentist surgeries and village halls will only be permitted where it can be demonstrated that:

- a) **The facility is no longer financially viable**
- b) **There is no significant demand for the facility within that locality or;**
- c) **Equivalent facilities in terms of their nature and accessibility are available or would be made available nearby**

9. Transport and Telecommunications

9.1. The policies in this section have the following objectives:

- To facilitate the improvement of the transport and telecommunications network.
- To protect the character of the countryside from inappropriate transport and telecommunications development.

Other transport issues are dealt with by the General Planning Policies.

Transport Improvements

9.2. There are three major schemes proposed during the plan period requiring land outside the existing highway. They will be supplemented by other proposals identified through the Essex Local Transport Plan and the Uttlesford Transport Strategy. These will include facilities for cyclists, pedestrians and users of public transport. The Essex Local Transport Plan is developed in partnership with the Borough and District Councils of Essex, major transport operators and infrastructure providers. Uttlesford Council is a member of the steering group which is assisting in the preparation of the new Essex Local Transport Plan 2006 to 2011.

Policy T1 – Transport Improvements

The following transport schemes are proposed:

- **The new A120 Stansted to Braintree**
- **M11 – Airport slips at Junction 8 Birchanger Roundabout**
- **Great Dunmow North West Perimeter Road**

Land shown on the proposals map is safeguarded for the construction of these schemes.

Uttlesford Transport Strategy

9.3. The Council's Transport Strategy published in 2001 highlighted the following key issues:

- Uttlesford has above average levels of car ownership compared to both Essex and Great Britain as a whole. These levels are likely to continue to increase. Promoting greater use, and better coordination of public transport is a real challenge in a rural area.
- There are key areas that should be targeted for greater public transport use, in particular Stansted Airport.
- Commuting to work beyond Uttlesford is significant because of London and other accessible large centres beyond its boundaries. Retention of local employment opportunities and support for home working are important.

- Congestion occurring on the existing A120 will cease when the new road is built and open to the public. At that time opportunities will exist to introduce traffic management in communities on the existing route and public transport express services between centres in and beyond Uttlesford.
 - Lorry traffic on some country lanes and in some historic towns and villages is intrusive. Weak bridges in some strategic locations exacerbate this situation. These need to be strengthened as a priority
 - Uttlesford has a higher than average accident rate for its population compared to other Essex districts. Reducing speed and introducing traffic management should be a priority.
 - There are a variety of existing community travel initiatives in the District. These should be examined to establish if opportunities exist to coordinate them better and to connect them with other public transport services.
 - There are opportunities to develop useful cycle routes in and around Saffron Walden and Great Dunmow. Essex County Council has produced an overall plan, the “Uttlesford Cycle Network Plan”. This is being implemented during the plan period.
 - There are opportunities to introduce School Travel Plans during the plan period, particularly in relation to the new schools to be built in association with new developments along the A120 axis.
 - Road and air traffic will continue to grow in the next 5 years and it will be vital to monitor potential air and noise pollution.
- 9.4. In response to these issues the Local Plan’s development strategy and policies aim to locate and design new sites for development that encourage modes of transport other than the car. Policy GEN1 specifically requires the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired to be taken into account in the design of development sites. Policy GEN 8 applies appropriate car parking standards which include minimum cycle spaces and maximum vehicle spaces.

Roadside Services and the New A120

- 9.5. There are services at Birchanger Roundabout offering a wide range of facilities, at Braintree on the A120 east of the district and at the South Gate site which is part of the Stansted Airport development.

Policy T2 – Roadside Services and the new A120

Roadside services on the new A120 alignment will not be permitted unless there is an over-riding need on the part of road users.

Airport Parking

- 9.6. Adequate space exists inside the boundary of Stansted Airport for air passengers to park their cars if they have driven to the airport. It is important that the character of the villages and countryside around Stansted and residential amenities are not damaged by car parking compounds. The scale and management of car parking needs to be carefully controlled in order to maximise the percentage of non transfer air passengers using public transport to get to or from the airport. This would not be practicable if the provision of car parking became fragmented and included off airport sites. It would undermine the airport surface access strategy agreed by the multi agency airport area transport forum. It will also be important to ensure that the scale of car parking associated with hotels, bed and breakfast accommodation and the like does not exceed vehicle parking standards for the same reason. There are market pressures to use spare capacity to accommodate air passengers' cars whilst they are not in residence at these establishments.

Policy T3 - Car Parking Associated with Development at Stansted Airport

Proposals for car parking associated with any use at Stansted Airport will be refused beyond the Airport boundaries, as defined in the Stansted Airport Inset Map.

Telecommunications

- 9.7. The majority of proposals for telecommunications development do not require planning permission. Some do, however, and the following policy will apply.

Policy T4 – Telecommunications Equipment

Telecommunications equipment will be permitted if the following criteria are all met:

- a) **There are no practicable alternatives such as mast sharing;**
- b) **There is a technical requirement for the equipment that outweighs its visual impact;**
- c) **The equipment is designed and located so as to reduce its impact as far as possible;**
The proposal complies with the safety requirements of the International Commission on Non-ionising Radiation Protection (ICNIRP)

Selected Areas

This section brings together policies and proposals of the topic chapters as they affect selected areas:

- Chesterford Park
- Elsenham
- Great Chesterford
- Great Dunmow
- Oakwood Park, Little Dunmow
- Saffron Walden
- Stansted Airport
- Stansted Mountfitchet
- Start Hill
- Takeley Village and Priors Green (Takeley and Little Canfield)
- Thaxted

10. CHESTERFORD PARK RESEARCH STATION

- 10.1. Chesterford Park is a 100 hectare site 2.5 miles north of Saffron Walden occupied by buildings, car parking, and an enclosed area of parkland around the former mansion, which dates from around 1870. This site lies within an outer area of parkland comprising about 175 hectares of farmland and 12 hectares of woodland. It occupies a hill top location overlooking the Cam valley. It was formerly used as an agricultural research station and at its peak employed about 500 people. It ceased to be required for these purposes by its former occupier, however, and as an established site with good strategic accessibility it has redevelopment potential to accommodate research and development uses.
- 10.2. The policy is intended to facilitate the provision of space for science-based enterprises spinning off from research activities during a “growing on phase”, as well as research and development accommodation, but the scale of such space will need to be limited. As well as the limits on the physical extent of buildings imposed by the development zone boundary, a key constraint will be the need to avoid significant flows of heavy commercial vehicles. Research involving manufacturing on a full industrial scale will not be suitable on this site.
- 10.3. Although relatively close to Saffron Walden on the route to Cambridge, employment uses on this site will inevitably tend to generate journey to work trips by private car. Measures such as car sharing schemes and company transport will be needed to address this.

Chesterford Park Local Policy 1

A Development Zone of 15.59 hectares is identified on the inset map. Facilities for research and development will be permitted within the zone if all the following criteria apply:

- a) **They are compatible with its rural parkland setting;**
- b) **The proposals include a comprehensive landscaping scheme to help assimilate development into the park setting;**
- c) **The Mansion, The Garden House and Emanuel Cottage and their settings are conserved;**
- d) **A comprehensive traffic impact assessment of the full development potential demonstrates that the movement likely to be generated can be properly accommodated on the surrounding transport network and that measures are proposed to ensure that as high a proportion of journeys as is reasonably feasible in the context of the site will be by modes other than the private car;**
- e) **The transport needs of the development can be accommodated whilst maintaining or improving road safety and the surrounding environmental conditions for the local community with a minimum of impact on the countryside.**

Developers will be required to prepare a comprehensive master plan for the site to indicate how specific proposals, which may be

implemented on a phased basis, relate to an overall design concept for the site. It will also indicate the full development potential of the site as constrained by the development zone boundary. The master plan will be subject to public consultation. Development will need to be implemented in accordance with such a master plan approved by the Council.

11. ELSENHAM VILLAGE INSET

- 11.1. Elsenham is one of the District's larger villages and is identified as a key rural settlement. Consequently the existing employment areas at Gold Enterprise Zone and the nearby warehouse east of the railway, which total 2.2ha are identified as land that will be safeguarded from redevelopment or change of use to other uses. Policy E2 will apply.

Elsenham Local Policy 1

Gold Enterprise Zone and Old Mead Road are sites identified on the Proposals Map Inset as key employment areas.

12. GREAT CHESTERFORD VILLAGE INSET

- 12.1. Great Chesterford is one of Uttlesford's larger villages and it has been identified as a key rural settlement. It possesses three distinct environmental areas: its historic core; an area of twentieth century development to the north east of the Conservation Area separated from the older part of the village by a buffer of open land; and an area south west of the river and its flood plain, alongside the B1383 and the railway line. This latter area has undergone the greatest degree of change in recent years. It has seen the development of light industrial and office units on the area of the former railway sidings, residential conversion of the Mill opposite and residential development on the southern edge of the built up area.
- 12.2. The offices, industrial and storage units and the research building in the vicinity of the station, an area 2.46 hectares in extent in total, is identified as land that will be safeguarded from redevelopment or change of use to other uses. Policy E2 applies to this area.
- 12.3. The nursery site to the south west of London Road is proposed as a site for further development to accommodate businesses falling into Class B1 light industrial, offices or research and development facilities.

Great Chesterford Local Policy 1 –Safeguarding Of Existing Employment Area

An existing employment area in the vicinity of the station is identified on the proposals map as a key employment area.

Great Chesterford Local Policy 2 – London Road Employment Site

A 0.89 hectare site identified on the proposals map inset is proposed as an employment site for uses falling within class B1.

Development will be permitted if it is compatible with adjoining existing residential development.

13. GREAT DUNMOW INSET

- 13.1. Great Dunmow is the focal point of the south eastern part of the District and the second largest settlement in Uttlesford.

Retailing and Commerce in the Town Centre

- 13.2. Policy RS2 seeks to sustain the vitality and viability of Great Dunmow as a smaller town centre. Great Dunmow has a town centre food store, financial and professional service outlets like building societies, banks and insurance brokers, shops such as hairdressers and travel agencies and a limited number of durable goods shops including one or two of a specialist nature. There is an out-of-town centre food store. However, residents often look to sub-regional shopping centres further afield such as Chelmsford, Harlow and Colchester. In view of the fragility of the centre's retail health and the strength of the local housing market, a policy is needed to protect retail uses.

Policy GD1 –Town Centre

The town centre is defined on the proposals map inset. Change of use of the ground floor of existing shops, restaurants, public houses and hot food take-aways to residential uses will not be permitted, unless both the following criteria are met:

- a) **The existing use is surplus to current and foreseen future requirements; and**
 - b) **The property has been widely advertised for at least six months on terms reflecting its use.**
- 13.3. Policy RS2 will apply to the town centre. A site has been identified on the proposals map inset at the southern end of the High Street on the east side where there is an area of mixed uses. This 0.89 hectare site has potential for a mixed-use scheme with new homes, community and commercial uses. Development should be of the highest quality design and will need to safeguard the setting of the listed buildings fronting the High Street, respect the grain of the historic plots and should be generally restricted to two storeys. An archaeological assessment may be required. Development should also provide for improved access to White Street and the town's main car park. This will enable the High Street/White Street junction to be closed to vehicular traffic adjacent to the Boars Head Public House. This could significantly assist the revitalization of Great Dunmow town centre.

Policy GD2 - Land to the Rear of 37 to 75 High Street

A 0.75 hectare site to the rear of 37 to 75 High Street is proposed for a mixed use development, including a minimum capacity of 50 residential units, subject to the development including improved access to White Street and the public car park.

- 13.4. The Council owns land adjacent to the White Street car park and the gas supply compound, which is intended for car parking.

Policy GD3 – White Street Car Park Extension

A 0.16 hectare site adjacent to the White Street Car Park is proposed for car parking.

Residential Development

- 13.5. Five sites are identified on the proposals map inset.

Off Godfrey Way

- 13.6. This is the balance of a larger greenfield site. A net housing density of about 30 dwellings per hectare is proposed for the remaining land, which is enclosed on three sides by completed development. It was undeveloped in April 2000.

Off Riverside

- 13.7. This is a small greenfield site. Development had commenced at April 2000, although no houses had been completed. It has since been partly completed and these 13 homes are now known as Warder Close. The remainder of the site, which does not have planning permission, has capacity for 5 dwellings.

- 13.8. This development had commenced at April 2000 and has since been completed. In the table below the site area is for the whole site. The capacity stated is the balance of completions at the base date. The total number of dwellings is 50.

ECC depot Haslers Lane

- 13.9. This 0.34 hectare area of previously developed land is proposed for a scheme of mixed flats and houses.

South of Springfields

- 13.10. This 0.71 hectare site was the grounds of a house that has largely fallen down. The land is overgrown and is proposed for development at a net density of about 30 dwellings per hectare. The scope for providing road access through to Haslers Lane from Springfields should be explored as part of this proposed development. There are problems with the effectiveness of the private sewers serving this part of the town, and foul drainage arrangements from this site will need to take this into account.

Policy GD4 - Residential Development within Great Dunmow's Built Up Area

The following sites, identified on the proposals map, are proposed for residential development.

<i>Site</i>	<i>Site area</i>	<i>Minimum capacity</i>

	<i>(ha)</i>	
Off Godfrey Way	0.37	11
Off Riverside	0.8	18
Flitch Lane	0.99	44
ECC depot Haslers Lane	0.34	17
South of Springfields	0.71	23

These will be supplemented by other sites, within the development limit, which will generally be small in scale and are not specifically identified on the proposals map inset.

- 13.11. Planning permission existed in April 2000 for 671 dwellings to be built at Woodlands Park on the western edge of the town. The approved Master Plan shows additional residential development in that part of the site accessed off Emblems. This will provide about 105 dwellings. This is in addition to the 200 dwellings that have already been built.
- 13.12. This plan proposes the relocation of the primary school from within Woodlands Park to a larger site on the edge of the development. The relocation of the school releases the original site for residential development providing a net gain of 25 houses, and additional land for a further 35 dwellings.
- 13.13. This plan proposes the development of “Sector 3” for 417 homes. This site of 13.9 hectares of land excluding significant landscape buffers, is beyond the site with planning permission but within the area committed for development in the District Plan adopted in 1995. There are approved master plans for Sectors 1 2 and 3.
- 13.14. The first 700 metre length of the north west relief road from the Stortford Road was constructed in 1994. A legal agreement relating to the grant of planning permission for 777 dwellings within the site secures the completion of the road within two years of a specified stage in the development being reached.

Policy GD5 - Woodlands Park

Land at Woodlands Park, as defined on the Inset Map, is proposed for comprehensive residential development for 1253 dwellings and associated facilities.

The following criteria must be met:

- a) **It provides for a mixed and balanced community;**
- b) **It provides for a primary school, community facilities and open space;**
- c) **It provides specifically for the construction of a north-west relief road;**
- d) **It provides for substantial landscaping within the development boundaries to complement the layout and arrangement of buildings and may be required, by legal agreement, to provide off site landscaping.**

- e) **It is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

The provision of these and other relevant planning benefits will be regulated by legal agreement on the grant of associated planning permissions.

Developers will be required to prepare a master plan to indicate how specific proposals, which may be implemented on a phased basis, relate to an overall design concept for the site. The master plan will be subject to public consultation. Development will need to be implemented in accordance with such a master plan approved by the Council.

Employment

- 13.15. Permission has been granted for a Business Park on the south-west side of Chelmsford Road. This will enable the expansion of existing firms and the introduction of new employment in a settlement that is experiencing significant population growth with new housing. In this location on rising ground and in proximity to existing residential properties, it is important that it is designed to high specifications and set in a spacious and properly landscaped environment. Development will need to be in accordance with a Master Plan.
- 13.16. The site was selected because it was well contained and well related to existing industry, the existing road network and the proposed A120 route. Policy GD6 is concerned with ensuring that development on the Business Park is appropriate. Some warehousing and general industrial uses could be located on the site. The site area represents the balance of the net site area, 0.39 hectares having been developed as an extension of the adjacent Hoblongs site.
- 13.17. Existing industrial estates are identified as sites that will be safeguarded from redevelopment or change of use to other land uses. Policy E2 applies to these areas.

Policy GD6 - Great Dunmow Business Park

A 9.61 hectare site to west of Chelmsford Road is proposed for a business park of employment uses, which will be primarily within class B1.

Development will provide specifically for substantial peripheral landscaping and open space adjoining housing on Ongar Road and Clapton Hall Lane. Developers will be required to prepare a master plan to indicate how specific proposals, which may be implemented on a phased basis, relate to an overall design concept for the site. The master plan will be subject to public consultation. Development will need to be implemented in accordance with such a master plan approved by the Council.

Implementation of the Master Plan proposals will be regulated by legal agreement in association with the grant of planning permissions.

Policy GD7 – Safeguarding of Existing Employment Areas

The following existing employment areas are identified on the proposals map as key employment sites:

<i>Existing employment area</i>	<i>Area (ha)</i>
Chelmsford Road Industrial Estate	4.23
Flitch Industrial Estate	2.10
Hoblongs Industrial Estate	2.60
Oak Industrial Estate	2.10
Ongar Road Industrial Estate	1.52

Civic Amenity Site

- 13.18. A need has been identified for a civic amenity site to serve the southern part of the district. The current Council depot site in New Street suffers from poor access as the vehicles have to use the narrow residential New Street. A site has been identified but development will not be permitted unless a Traffic Impact Assessment clearly demonstrates that the traffic effects are capable of being accommodated with satisfactory measures.

Policy GD8 – Civic Amenity Site and Depot

A 1.83 hectare site to the south of the Hoblongs industrial estate is proposed for a civic amenity site and depot. Proposals should include landscaping adjacent to the neighbouring properties and the A120 bypass. Any proposal must be subject to a Traffic Impact Assessment.

14. OAKWOOD PARK (LITTLE DUNMOW) INSET

- 14.1. The Oakwood Park site is located 3.5 miles to the south-east of Great Dunmow. Planning permission was granted in 1997 for the redevelopment of the sugar beet works that formerly stood on this site. The development principles of the site have been established in Master Plans, which have been approved following public consultation. The original Master Plan defined sites with a total net area of 20 hectares for 650 dwellings, taking into account the character of the site, its setting and the need for a 350m cordon sanitaire from the Felsted Sewage Treatment Works. A revised Master Plan was subsequently approved increasing the number of dwellings from 650 to 810 on the same site area.

- 14.2. Access arrangements and off site traffic management measures should seek to minimise vehicular movements to and from the development passing through Felsted Village
- 14.3. The site consists of naturally occurring sands and gravels overlying clays together with man made ground, which consists of general builders' rubble, soils from the settlement lagoons and lime from the processing of the beet. A programme that renders the land suitable for construction and destroys the conditions that can permit the generation of methane and carbon dioxide has been agreed and will need to be fully implemented.

Oakwood Park Local Policy 1

The Oakwood Park site, formerly the Felsted Sugar Beet Works, defined on the Inset Map, is proposed for comprehensive residential and associated development of 810 dwellings.

The following criteria must be met:

- a) **The development provides for a mixed and balanced community;**
- b) **It provides for a local centre incorporating community facilities, suitable shopping, and a primary school, satisfactory open space and sport and recreation facilities.**
- c) **It provides for substantial landscaping both within and beyond the development boundaries to complement the layout and arrangement of buildings and to create a broad landscaped swathe beside the River Chelmer and Stebbing Brook.**
- d) **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

Development will need to be implemented in accordance with the Master Plans and design guidance approved by the Council. Implementation of the Master Plan proposals will be regulated by legal agreement in association with the grant of planning permissions.

15. SAFFRON WALDEN INSET

- 15.1. Saffron Walden is one of the finest examples of a market town in the East of England. It is of the highest environmental quality with pleasant shopping streets, open spaces and numerous historic buildings, which attract many tourists.

Traffic

- 15.2. Traffic in Saffron Walden is a significant problem with its historic street pattern, restricted carriageway widths and junction geometry posing particular problems for heavy goods vehicles. At various times during the day the existing road system is unable to cope with the number of trips being made. This can result in delays, disturbance to the occupants of buildings close to the affected roads and a reduction in the quality of the environment for pedestrians. Further traffic management measures are envisaged during the plan period, to be identified through the Essex Local Transport Plan and Uttlesford Transport Strategy. These will include facilities for pedestrians, cyclists and users of public transport. The Uttlesford cycle network plan contains a proposal for a cycle route between Audley End station and Saffron Walden. Detailed proposals are being formulated and it is likely that this will be implemented within the Plan period.

Retailing

- 15.3. Saffron Walden is the most important shopping centre in the District. The range of shops and retail floorspace (1,890 square metres net convenience goods, 11,567 square metres net comparison goods) in 2001 means that the town caters for some durable goods requirements as well as weekly food shopping. There is a food store at the edge of the town. People look to sub-regional centres like Cambridge for other durable goods needs. Saffron Walden has evolved recently as a centre for speciality outlets.
- 15.4. Shops are concentrated in parts of the historic core, particularly King Street, the northern and western sides of Market Place and the central sections of High Street, George Street and Hill Street. Retail uses are generally accommodated in nineteenth and twentieth century buildings and older Listed Buildings. In view of the fragility of the centre's retail health and the strength of the local housing market, a policy is needed to protect retail uses. In order to maintain the vitality of the centre, conversion of upper floors to residential use will be supported.

Policy SW1 - Town Centre

The town centre is defined on the proposals map inset. Change of use of the ground floor of existing shops, restaurants, public houses and hot food take-aways to residential uses will not be permitted, unless both the following criteria are met:

- a) **The existing use is surplus to current and foreseen future requirements; and**
 - b) **The property has been widely advertised for at least six months on terms reflecting its use.**
- 15.5. Policy RS2 will apply to the town centre. The Council will work in partnership with others to explore ways of bringing forward sites with potential for retail development such as the sites occupied currently by

the fire station in Hill Street which is close to the town centre food store and the Fairycroft Road car park.

Residential Development

- 15.6. There are a number of sites within the built up area of the town that have potential for redevelopment as housing.

Raynhams, and Braybrooke Gardens/ Jordan Close

- 15.6.1. These sites had not been completed at April 2000. The latter site was partly complete. The 34 homes in the policy below were the balance to be completed. The site area includes the completed dwellings.

Land East of Thaxted Road

- 15.6.2. This 2.11 hectare site includes haulage contractor's depots, workshops and scrap metal merchants. These uses are interspersed with existing housing along the Thaxted Road frontage. They are not good neighbours. Their removal and residential development in this area would represent a planning gain. The total capacity of the site is 110 dwellings. The site falls within a number of different ownerships but the Council's aim is to secure a comprehensive development over the whole site. Access and traffic generation are important considerations and the number of dwellings, which can be accommodated on the areas without planning permission, will be towards the lower end of the Government's recommended density range.

- *Harris' Yard and the Allotment Site*

These two sites total 1.05 hectares and permission has been granted for 72 units in total. The approved scheme provides for access to the Jossaume Depot site to the north.

- *Jossaume Depot*

This 0.7 hectare site has a capacity of 25 dwellings

- *Paxton Depot*

This 0.36 hectare site has a capacity of 13 dwellings.

Land at West Road

- 15.6.3. This commercial site generates traffic in a part of the town where tight junction geometry poses problems for heavy goods vehicles. The commercial use is an inappropriate neighbour to adjoining houses and residential development and relocation would represent a planning gain. It is proposed that the net housing density should be at least 30 dwellings per hectare.

Printpack site, Radwinter Road

- 15.6.4. This site is an unused triangle of land to the east of the adjoining factory. Planning permission has been granted for 80 homes on this site.

Land at Bell College

- 15.6.5. This site, which is within the grounds of the college currently used as a language school, has planning permission for a scheme that includes informal open space, a sports pitch, an all weather multi purpose games area and changing facilities. These facilities are intended to compensate for the loss of the playing fields involved in the development. The number of dwellings proposed reflects the planning permission. The site area only includes the housing and the informal open space

Policy SW2 - Residential Development within Saffron Walden's Built Up Area

The following sites, identified on the proposals map, are proposed for residential development.

Site	Site area	Minimum capacity
Raynham's, High Street	0.26	12
Braybrooke Gardens and Jordan Close, Station Street	1.07	34
Land east of Thaxted Road	2.12 ha	110
West Road	0.48 ha	17
Land at Printpack site, Radwinter Road	1.25 ha	80
Land at Bell College	1.4 ha	23

These will be supplemented by other sites, within the development limit, which will be generally small in scale and are not specifically identified on the Proposals Map.

- 15.7. Land to the south of Ashdon Road with a total area of 4.4 hectares is identified for housing. Development of 75 dwellings will be permitted within the plan period. Development of the remainder of the site to provide a further 75 dwellings will only be permitted if monitoring of the residential land supply identifies a shortfall of housing land to meet the requirements set out in Policy H1. The layout of dwellings on the site will be determined by the requirement to maintain a buffer zone between the housing and the Ashdon Road Fuel Storage site in consultation with the Health and Safety Executive. Supplementary Planning Guidance will be prepared in respect of the phasing and development of the site.

Policy SW3 - Land South of Ashdon Road

A site of 4.4 hectares to the south of Ashdon Road, identified on the proposals map is allocated for residential development of up to 150 units. The reserve housing element of up to 75 units will only be permitted in accordance with Policy H2.

Industry, Commerce and Employment

- 15.8. Retailing, professional and financial services, education and administration are significant employers in the town but a wide range of other industrial and commercial activities are represented. These uses are located in a zone running from Thaxted Road and Shire Hill through to Ashdon Road to the east of the town. There is also a number of freestanding factories, workshops and yards scattered throughout the older residential areas of the town.

Proposed Development for Employment Uses

- 15.9. This Plan identifies 1.0 hectares of employment land adjoining Saffron Business Park, Elizabeth Close. It is proposed as a site for further development to accommodate businesses falling in Class B1, light industrial, offices or research and development facilities.

Policy SW4 Land adjoining the Saffron Business Centre

A 1.0 hectare site identified on the proposals map inset is proposed as an employment site for uses falling within Class B1. Development will be permitted if it includes appropriate measures for landscaping and amenity protection.

- 15.10. The redevelopment of a number of small employment sites for housing is proposed in this Plan. Partly to compensate for the loss of these sites, 3.76 hectares of land at Thaxted Road is proposed for employment uses. The prominent sloping field adjacent to the site is retained as an open buffer between housing in Eastby Close and Rylstone Way and the proposed development. Substantial planting would need to be provided by the developer around this site. The site area excludes some existing employment uses.

Policy SW5 – Thaxted Road Employment Site

A 3.76 hectare site at Thaxted Road is proposed for employment uses. Development will be permitted if it includes appropriate measures for landscape and amenity protection including existing public rights of way.

- 15.11. The larger existing employment areas in the town will be safeguarded from redevelopment or change of use to other land uses. Policy E2 will apply.

Policy SW6 – Safeguarding of Existing Employment Areas

The following existing employment areas are identified on the proposals map as key employment areas.

Existing employment area	Area (ha)
Ashdon Road Commercial Centre	12.83
Printpack factory	2.00

Radwinter Road	
Shire Hill Industrial Estate	11.25
SIA factory Radwinter Road	3.00
Thaxted Road	2.10

Community facilities

- 15.12. A shortfall of playing fields has been identified in the town. There is also a need for a community/arts centre. A site has been identified at Little Walden Road to provide a mixed development consisting of a community centre, playing fields and associated car parking. The site will also accommodate an element of affordable housing associated with the development of the Ashdon Road housing site. There is an area of high flood risk associated with the Slade watercourse on the western boundary of the site. No built development should be located within the flood risk area and development must be in accordance with advice in PPG25 and discussion with the Environment Agency.

Policy SW7 - Land West of Little Walden Road

Land at Little Walden Road identified on the proposals map (5.2ha) is allocated for a community centre, playing fields and up to 15 units of affordable housing. Development of the site will be subject to the approval of a Master Plan setting out location of the various uses and Flood Risk and Traffic Impact Assessments.

16. STANSTED AIRPORT INSET

- 16.1. Planning permission for the expansion of Stansted Airport was granted in 1985. The first phase of this development was completed in 1991 when the new terminal building opened. Construction of the second phase commenced in 2000. In May 2003 planning permission was granted for the further expansion of the airport to handle up to 25 million passengers per annum. This included an extension to the terminal and other associated developments.
- 16.2. The Airport occupies a relatively elevated site on a ridge between the valleys of the Stansted Brook and River Roding. The land within the Airport boundaries as defined on the Inset Map is owned by BAA plc and is approximately 950 hectares in extent. There are six separate development zones accommodating various land uses identified below. The uses identified in policies AIR1 to AIR5 are not intended to be definitive or exclusive.
- 16.3. The zones ensure that all airport direct and associated uses can be accommodated within the airport boundary.
- 16.4. Within all of the development zones, individual buildings should be of high quality design, whilst at the same time reflecting their employment function. The large variety of uses within the southern ancillary area,

particularly, means that a comprehensive approach to design, layout and landscaping will be necessary to avoid piece-meal development. Throughout the Airport, permanent outdoor storage, including container areas, should be confined to specific sites and provided with suitable screening. Landscape planting will be an essential element of development to provide a context to new buildings, roads and planting areas.

Terminal Support Area

- 16.5. Any development in the terminal support area must respect the integrity of the design of the terminal building.

Policy AIR1 - Development in the Terminal Support Area

Land adjoining the terminal, as shown on the Inset Map, is principally reserved for landside road and rail infrastructure and a telecommunications building, airside roads, the apron, passenger vehicle station rapid transport system and other airside operational uses; terminal support offices; an hotel and associated parking; a bus and coach station and short term and staff car parks.

Cargo Handling and Maintenance Area

- 16.6. There is scope for some flexibility as to the uses within the zone identified for a cargo handling and aircraft maintenance area, which adjoins the terminal and its support area.

Policy AIR2 - Cargo Handling/Aircraft Maintenance Area

The area shown on the Inset Map as the cargo handling/aircraft maintenance area is principally reserved for the repair, overhaul, maintenance and refurbishment of aircraft, and facilities associated with the transfer of freight between road vehicles and aircraft or between aircraft.

Ancillary Areas

- 16.7. A site of approximately 70 hectares is identified as an ancillary facilities zone in the southern part of the Airport for mid term car parking, employment associated with the Airport, such as offices for various support functions and freight forwarders, flight catering and car hire activities. It is important that each phase of development takes place in accordance with a comprehensive scheme and that the entire development is cohesive in its architectural and overall landscape treatment.

Policy AIR3 - Development in the Southern Ancillary Area

The area of land identified on the Inset Map as the southern ancillary area will be principally reserved for activities directly related to, or associated with the Airport, such as car hire,

parking, maintenance and valeting operations; flight catering units; offices for various support functions, freight forwarders and agents; support functions for aircraft maintenance which can be carried out remote from an aircraft being serviced; airline training centres; airline computer centres and equipment storage facilities for airlines. Development will take place in phases based on a broad design brief agreed with the Council

- 16.8. The former terminal area north of the runway consists of a number of buildings, some of which are of a temporary nature and poorly constructed. The area is approximately 50 hectares in extent, currently providing space for business aviation, hangarage, ancillary employment and fuel storage. Within this zone there are areas of open land which could be used for extra car parking should the need rise.

Policy AIR4 - Development in the Northern Ancillary Area

The area of land identified on the Inset Map as the northern ancillary area will be principally reserved for activities directly related to, or associated with, the Airport, such as business aviation facilities, hangarage, aviation fuel storage depots and all those activities listed in Policy AIR3.

Long Term Car Park

- 16.9. The long term car park zone has a total capacity of approximately 22,000 vehicles which Stansted Airport Limited consider will satisfy the needs of a 15 mppa Airport. As stated above, additional car parking could be provided in the former terminal area, if the need arose.

Policy AIR5 - The Long Term Car Park

The area shown on the Inset Map for long-term parking is reserved for the parking of aircraft passengers' cars.

Landscaped Areas

- 16.10. A strategic landscape planting framework contains the Airport. Development should not occur in these areas shown for planting on the Proposals Map Inset. Many other landscaped areas have been planted or are proposed within development zones. They also fulfil a very important function and are part of the landscape master plan already approved by the Council. Within the long-term car park, for example, such planting shields parked cars when viewed from locations west of the Airport.

Policy AIR6 - Strategic Landscape Areas

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

Hotel

- 16.11. A hotel providing 249 bedrooms is located adjacent to the long-term car park. Two further hotels are currently under construction. A hotel providing a further 500 bedrooms to the north east of the terminal is due to open in August 2004 and a budget hotel containing 255 bedrooms is due to open early in 2005

Public Safety Zone

- 16.12. Aircraft can take off from and land on Stansted's single runway in either direction. At each runway threshold the Department of the Environment, Transport and the Regions maintains a Public Safety Zone. The policy in relation to the Zones is set out in the Department for Transport Circular 1/2002. Two risk contours are shown on the proposals maps based on forecasts about the numbers and types of aircraft movements in 2015. The 1:100,000 contour reflects the zone where the theoretical risk of an individual residing permanently being killed by an aircraft is greater than 1:100,000. Within the 1:10,000 contour this theoretical risk is increased and very few uses involving a very low density of people coming and going within it will be accepted.
- 16.13. Parts of the Stansted Distribution Centre at Start Hill lie within the Public Safety Zone to the south-west of the runway.

Policy AIR7 - Public Safety Zones

Within the 1:10,000 risk contour no residential or employment uses will be permitted. Within the 1:100,000 risk contour permission will only be granted for extensions or changes of use or low density development.

17. STANSTED MOUNTFITCHET VILLAGE INSET

- 17.1. Stansted Mountfitchet is a local service centre and the third largest settlement in the district.

Retailing

- 17.2. The range of shopping facilities in Stansted Mountfitchet is less than might be expected for a settlement of its size. Most daily shopping needs are met by a number of convenience goods outlets and there are some durable goods shops and financial and professional services. However, the overall retail function is weak because of the proximity of Bishop's Stortford. Retail uses are also split between locations – Cambridge Road and Lower Street. Policy RS2 will apply within Stansted's twin centres. It enables development that would support Stansted's role as a local centre. The following local policy will also seek to resist further reduction in its shops and services.

Policy SM1 - Local Centres

The Cambridge Road and Lower Street areas are identified as local centres on the proposals map inset. Change of use of the ground floor of existing shops, restaurants, public houses and hot food take-aways to residential uses will not be permitted, unless both the following criteria are met:

- a) **The existing use is surplus to current and foreseen future requirements; and**
- b) **The property has been widely advertised for at least six months on terms reflecting its use.**

Housing

- 17.3. There were three large sites within the built up area with planning permission in 2001. Land south of Old Bell Close and the site of former St Teresa’s Church have since been completed.

Policy SM2 - Residential Development within Stansted Mountfitchet’s Built Up Area

The following sites, identified on the proposals map, are proposed for residential development.

<i>Site</i>	<i>Site area (ha)</i>	<i>Minimum capacity</i>
Land south of Old Bell Close	0.6	15
10 – 20 Silver Street and land to the rear	0.22	13
Site of Former St Teresa’s Church	0.45	17

These will be supplemented by other sites, within the development limit, which will be generally small in scale and are not specifically identified on the Proposals Map.

Policy SM3 - Site on corner of Lower Street and Church Road

This 0.2 hectare site identified on the Proposals Map is proposed for a mixed use development with a small residential element.

- 17.4. Rochford Nurseries lies on a plateau to the south of Stansted Mountfitchet. It has been underused for many years. This area is proposed for a development of 720 dwellings, primary school, health centre and open space.
- 17.5. There is an approved master plan setting out the development principles taking into account the character of the site and its setting. The disposition and extent of open spaces, structural landscaping and the location of other facilities are resolved in it. Good cycle/footpath links between the development and Lower Street with its facilities will be provided.

- 17.6. Stansted Mountfitchet is an area where there is a shortfall in sports facilities. There are no realistic opportunities for extending provision within the existing built up area and a new leisure centre is proposed at the Mountfitchet School site, close to the Rochford Nurseries site. The developers of the Rochford Nursery site may make a financial contribution towards the provision of leisure, recreation or community facilities under a Section 106 agreement, as an alternative to providing community facilities on site.

Policy SM4/BIR1 - Rochford Nurseries

Land at Rochford Nurseries defined on the Inset Map, is proposed for comprehensive residential and associated development for 720 dwellings.

The following criteria must be met:

- a) **It provides for a mixed and balanced community;**
- b) **It provides on or off site for a primary school, a primary health care centre, community facilities, suitable shopping and satisfactory open space and arrangements for sport and recreation;**
- c) **It provides for substantial landscaping within the development boundaries to complement the layout and arrangement of buildings and may be required, by legal agreement, to provide off site landscaping.**
- d) **It is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

The provision of these and other relevant planning benefits will be regulated by legal agreement on the grant of associated planning permissions.

Development will need to be implemented in accordance with a master plan approved by the Council. This indicates how specific proposals, which may be implemented on a phased basis, will relate to an overall design concept for the site.

Industry, Commerce and Employment

- 17.7. The proximity of Stansted Mountfitchet to job opportunities at Bishop's Stortford, Stansted Airport, the M11 and the electrified railway line to London means that most people in Stansted Mountfitchet will continue to travel to external centres for job opportunities.

Parsonage Farm

- 17.8. Parsonage Farm is a complex of agricultural buildings adjacent to the M11 motorway, which for many years have been occupied as workshops and storage by about 60 small firms.

- 17.9. Outline planning permission has been granted for a redevelopment scheme. The existing scatter of poor quality buildings needs to be replaced by a more cohesive grouping of structures, shielding outdoor activity from external view. New structures should be of traditional form and appear in the landscape as farm buildings, and be variable in height with steeply pitched roofs. This type of sensitive redevelopment would represent a practical and acceptable solution to resolve a difficult problem. The fact that the site is identified as an area in which redevelopment for business uses may be permitted is not intended to imply that other development would be permitted. Only development complying with policy SM5 will be permitted.

Policy SM5 - Parsonage Farm

Within the Policy Area redevelopment of existing buildings for Class B1 purposes, primarily in small individual units, will be permitted, if all the following criteria are met.

- a) **Schemes for replacement buildings form part of an agreed overall plan for the phased improvement of the whole site, which may include arrangements for the regulation of existing haulage and car breaking uses.**
- b) **The design of new buildings suits the rural character and appearance of the locality, and associated activities and car parking are concealed from principal public viewpoints.**

Permission may also be granted for a lesser proportion of Class B2 uses. No increased floorspace will be permitted in any phase until all existing buildings in that phase have been replaced. Permission will not be granted for new haulage or car breaking uses.

18. START HILL INSET

- 18.1. This plan identifies 2.1 hectares of employment land as an extension to the existing Stansted Distribution Centre. This land is allocated in order to provide scope for employment uses falling mainly within Class B1 light industrial, offices or research and development facilities and Class B8, warehousing. Landscaping will be required to protect the amenity of the neighbouring residential properties. Access to the site should be gained through the existing estate. In accordance with Highway Agency requirements access to the site will be subject to a Transport Assessment.

START HILL LOCAL POLICY 1

A 2.1 hectare site identified on the proposals map inset is proposed as an employment site for uses falling within classes B1 and B8. Access to the development should be through the existing distribution centre. A Transport Assessment will be required. There should be a landscaped buffer zone between the new development and the rear gardens of adjoining residential properties.

19. TAKELEY VILLAGE & PRIORS GREEN (TAKELEY & LITTLE CANFIELD) INSET

- 19.1. Takeley has a reasonable range of services and is identified in this Plan as a key rural settlement.

Housing

- 19.2. Two village extensions are proposed at Takeley - land for 100 homes to the west of Hawthorn Close accessed off Brewers End, for which a Master Plan has been approved and land for 24 homes to the south of St Valery. Neither had planning permission in April 2000 but the development to the south of St Valery has been completed and land west of Hawthorn Close was under construction as at April 2004.

Takeley Local Policy 1 - Land West Of Hawthorn Close
Land west of Hawthorn Close defined on the Proposals Map Inset is proposed for a residential development of 100 dwellings. Development will follow principles set out in a Master Plan agreed with the Council.

Takeley Local Policy 2 - Land Off St Valery
A 0.83 hectare site to the south of St Valery is defined on the Inset Map is proposed for 24 dwellings.

Priors Green

- 19.3. The Priors Green site to the east of Takeley, partly in Little Canfield parish, is proposed for comprehensive residential development of 815 homes and associated facilities. The Priors Green site comprises Takeley Nurseries, land in need of environmental improvement, including an established scrap recycling business, under utilised land where existing development has no coherent form and some adjoining farmland north of Dunmow Road.
- 19.4. A Master Plan has been approved for part of this site, taking into account the character of the sites and its setting. The remaining area includes pockets of existing housing. There may be potential for some infill development in these locations, which would make a contribution to the total number of dwellings. Development of these locations will need to respect the provision of the approved Master Plan and Supplementary Planning Guidance. Appropriate facilities and services to serve the developments need to be provided in the right place at the right time. The development should utilise existing access ways and those in the approved master plan. Jacks Lane will need to be protected by its retention within a linear open space. The woodland in Broadfield Road will need to be retained for its nature conservation interest. Structural landscaping will be required to provide a framework for development. The disposition and extent of open spaces, structural landscaping and the location of other facilities has been resolved in the master plan.

- 19.5. Access to the Priors Green site will be from Dunmow Road. There will be no vehicular access to the development from Smiths Green. Traffic calming measures will be sought along Dunmow Road in order to discourage traffic from the development passing through Takeley once the new A120 is open. These, and other appropriate measures, will take account of the desirability of promoting public transport, cycling and walking as alternatives to the private car. Links for pedestrians and cyclists will need to be considered between the development site and the existing village.

Takeley/ Little Canfield Local Policy 3 – Priors Green

The Priors Green site to the east of Takeley defined on the Inset Map is proposed for comprehensive residential and associated development of 815 dwellings.

The following criteria must be met:

- a) **It provides for a mixed and balanced community;**
- b) **It provides for a local centre incorporating community facilities and suitable shopping, a primary school, a health facility, satisfactory open space and arrangements for sport and recreation.**
- c) **It provides for substantial landscaping within the development boundaries to complement the layout and arrangement of buildings and may be required, by legal agreement, to provide off site landscaping.**
- d) **It is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact. Development will need to provide for appropriate sport and recreation facilities, and long-term traffic calming measures for Dunmow Road.**
- e) **It provides for the management of the nature conservation interests of woodland in Broadfield Road;**
- f) **The provision of these and other relevant planning benefits are coordinated with the development of the site to the west of Hawthorn Close.**

Development will need to be implemented in accordance with a master plan approved by the Council. This will indicate how specific proposals, which may be implemented on a phased basis, will relate to an overall design concept for the site.

The Mobile Home Park

- 19.6. Planning permission for the mobile home park site was granted in association with the approval of the development at Stansted Airport, so as to facilitate the relocation of a number of mobile homes that existed on the Airport site at that time. In granting planning permission, the

Secretary of State considered that the site was outside the clear and well-defined limits of the built-up part of the village and that 'the granting of planning permission indicates no general weakening of support for established policies for the control of development in this part of Essex'. The site has not been included in the development limit for these reasons. The site makes a contribution to the supply of affordable housing within the District and its redevelopment for more conventional forms of housing will not be permitted. Any additional mobile homes must respect the existing layout, open space provision and quality of landscaping. Areas of open space to be protected are identified on the inset map.

Takeley Local Policy 4 - The Mobile Home Park

Redevelopment of the Takeley Mobile Home Park as defined on the Inset Map for conventional residential or other development proposals will not be permitted. Any additional mobile homes must respect the existing layout, open space provision and quality of landscaping.

Employment in the Village

- 19.7. The larger existing employment area in the village will be safeguarded from redevelopment or change of use to other land uses. Policy E2 will apply.

Takeley Local Policy 5 – Safeguarding of Existing Employment Area in Parsonage Road

The 1.0 hectare existing employment area in Parsonage Road is identified on the proposals map as a key employment area.

20. THAXTED INSET

- 20.1. Thaxted is an important local centre in the centre of the District and it is identified as a key rural settlement. Its historic attractions have meant that there are a number of craft and antique shops, cafes and restaurants. Tourism is an important economic activity in Thaxted and development that would contribute to its promotion will be permitted if it preserves or enhances the character of the townscape

Thaxted Local Policy 1 – Local Centre

Change of use of existing shops, restaurants, public houses and hot food take-aways to residential uses will not be permitted, unless both the following criteria are met:

- a) **The existing use is surplus to current and foreseen future requirements; and**
 - b) **The property has been widely advertised for at least six months on terms reflecting its use.**
- 20.2. A 1.42 hectare site adjoining Sampford Road is identified for the development of homeworking units. Thaxted is a key rural settlement

where one of the priorities is to provide employment. It is important that development of this site does provide employment opportunities locally and not ordinary houses where occupiers would inevitably travel out of the settlement to work. Employment uses on the site should be restricted to Class B1 and the built form and landscaping must be executed to a high standard.

Thaxted Local Policy 2 - Land Adjacent to Sampford Road

A 1.42 hectare site adjoining Sampford Road is proposed for homeworking units

- 20.3. Besides tourism, manufacturing is an important economic activity in the village. The existing chemical works site will be safeguarded from redevelopment or change of use to other land uses. The Sampford Road proposals site will be safeguarded for live/work units or employment use. Policy E2 will apply.

Thaxted Local Policy 3 – Safeguarding of Employment Areas

The following employment areas are identified on the proposals map as key employment areas.

<i>Employment area</i>	<i>Area (ha)</i>
Chemical works (existing)	0.85
Sampford Road proposals site	1.42

21. Indicators, Targets and Monitoring

- 21.1. Performance indicators and targets have been identified to monitor how well the policies and proposals in this Plan are achieving its objectives. These are set out in Appendix 2.

APPENDIX 1 - Parking Standards

Parking Standard for Disabled Car Parking		
Use of Car Park	Car Park Size	
	Up To 200 Bays	Over 200 Bays
Employees and Visitors to Business Premises	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is the greater	6 bays plus 2% of total capacity
Shopping Recreation and Leisure	3 bays or 6% of total capacity, whichever is the greater	4 bays plus 4% of total capacity

Use Class	Maximum Vehicle spaces		Minimum Cycle spaces	Minimum Powered two wheeler spaces
A1 Shops	1 space per 20m ²		1 per 4 staff and 1 per 25m ² for customers (food shops) or 1 per 200m ² (non food)	One space and an additional space for every 10 vehicle spaces
A2 Financial and Professional Services	1 space per 20m ²		1 per 100m ² for staff and 1 per 200m ² for customers	One space and an additional space for every 10 vehicle spaces
A3 Food and drink	Take away outlets	1 space per 20m ²	1 per 4 staff and 1 per 25m ² for customers	One space and an additional space for every 10 vehicle spaces
	Pubs and clubs	1 space per 5m ²	1 per 4 staff and 1 per 25m ² for customers	One space and an additional space for every 10 vehicle spaces

Use Class	Maximum Vehicle spaces		Minimum Cycle spaces	Minimum Powered two wheeler spaces
	Restaurants	1 space per 5m ²	1 per 4 staff and 1 per 25m ² for customers	One space and an additional space for every 10 vehicle spaces
	Roadside restaurants	1 space per 5m ²	1 per 4 staff and 1 per 25m ² for customers	One space and an additional space for every 10 vehicle spaces
	Transport cafes	1 lorry space per 2m ²	1 per 4 staff and 1 per 25m ² for customers	One space and an additional space for every 10 vehicle spaces
B1 Business	1 space per 35m ²		1 per 50m ² for staff and 1 per 100m ² for visitors	One space and an additional space for every 10 vehicle spaces
B2 General Industrial	1 space per 50m ²		1 per 50m ² for staff and 1 per 200m ² for visitors	One space and an additional space for every 10 vehicle spaces
B8 Storage or Distribution	1 space per 150m ²		1 per 100m ² for staff and 1 per 400m ² for visitors	One space and an additional space for every 10 vehicle spaces

Use Class	Maximum Vehicle spaces		Minimum Cycle spaces	Minimum Powered two wheeler spaces
C1 Hotels	1 space per bedroom (guest or staff)		1 per 4 staff, and 1 per 10 beds, and 1 per 25m ² per restaurant/entertainment area	One space and an additional space for every 10 vehicle spaces
C2 Residential institutions	Residential care homes	1 space per resident staff and 1 space per three bed spaces/ dwelling units	1 per 4 staff and 1 per 20 beds	One space and an additional space for every 10 vehicle spaces
	Hospitals	1 space per 4 staff and 1 space per 3 daily visitors	1 per 4 staff and 1 per 20 beds	One space and an additional space for every 10 vehicle spaces
	Residential educational establishments	1 space per resident staff and 1 space per 2 other staff	1 per 4 staff	One space and an additional space for every 10 vehicle spaces
Class C3 Residential	Up to 3 bed properties	2 spaces	None if garages provided. Otherwise 2 per dwelling (2 beds or more), 1 per dwelling (one bed) and 1 per 8 dwellings for visitors	One space and an additional space for every 10 vehicle spaces
	4 or more bedrooms	3 spaces		One space and an additional space for every 10 vehicle spaces

Use Class	Maximum Vehicle spaces		Minimum Cycle spaces	Minimum Powered two wheeler spaces
Class D1 Non Residential Institutions	Medical centres	1 space per full time staff and 2 spaces per consulting room	1 per 4 staff and 1 per consulting room	One space and an additional space for every 10 vehicle spaces
	Day care centres	1 space per full time staff and 1 space per 4 persons attending and an area reserved for collection and delivery of clients	1 per 4 staff and 1 per 200m ² for visitors	One space and an additional space for every 10 vehicle spaces
	Crèches/nurseries	1 space per full time member of staff and waiting facilities where appropriate	1 per 5 staff and 1 per 30 children	One space and an additional space for every 10 vehicle spaces
	Schools (primary and secondary)	1 space per 2 daytime teaching staff, waiting facilities and school transport spaces	1 per 5 staff and 1 per 3 students	One space and an additional space for every 10 vehicle spaces
	Places of worship	1 space per 10m ²	1 per 5 seats	One space and an additional space for every 10 vehicle spaces

Use Class	Maximum Vehicle spaces		Minimum Cycle spaces	Minimum Powered two wheeler spaces
Class D2 Assembly and Leisure	Cinemas	1 space per 5 seats	1 per 4 staff and 1 per 20 seats	One space and an additional space for every 10 vehicle spaces
	Other uses	1 space per 15m ²	1 per 10m ²	One space and an additional space for every 10 vehicle spaces
Cash and carry and other retail warehouses and garden centres	1 space per 20m ²		1 per 100m ² for staff and 1 per 200m ² for customers	One space and an additional space for every 10 vehicle spaces
Petrol filling stations	1 space per 20m ² retail space		1 per 5 staff and 1 per 100m ² shop floor where applicable	One space and an additional space for every 10 vehicle spaces
Motor service centres	1 space per staff and 1 space per 35m ²		1 per 5 staff	One space and an additional space for every 10 vehicle spaces
Motor vehicle showrooms	1 space per 45m ² display area		1 per 100m ² for staff and 1 per 200m ² for customers	One space and an additional space for every 10 vehicle spaces

Use Class	Maximum Vehicle spaces	Minimum Cycle spaces	Minimum Powered two wheeler spaces
Taxi or vehicle hire	1 space per staff member permanently deployed at registered base site and one space per 5 registered vehicles		One space and an additional space for every 10 vehicle spaces
Recycling centre	1 space per staff and waiting facilities for users of site		One space and an additional space for every 10 vehicle spaces
Hostel	1 space per residential staff and 1 space per 2 other staff		One space and an additional space for every 10 vehicle spaces
Caravan parks	1 space per pitch and 1 space per residential staff and 1 space per 2 other staff		One space and an additional space for every 10 vehicle spaces
Conference facilities	1 space per 5 seats		One space and an additional space for every 10 vehicle spaces

Note: Vehicle bay size for cars is 5.5m by 2.4m, or 6.0m by 2.4m where bays are end to end, and 16.0m by 3.5m for articulated lorries.

APPENDIX 2 - Performance indicators and targets

Planning Objective	Relevant Policy	Indicator of Policy Performance	Relevant Target
ECONOMY			
To ensure provision is made for enough land to meet Structure Plan requirements and to enable the expansion of existing firms and the introduction of new employment	E1 Distribution of Employment Land	Amount, location and rate of employment land provision in Great Dunmow and Saffron Walden between 2000 and 2011, monitored annually.	Net employment land increase of 16 hectares by 2011.
To ensure that a range of employment opportunities is available at key locations across the district and that alternative employment exists other than in the concentration on airport at Stansted	E2 Safeguarding Employment Land	Area of identified safeguarded employment land between 2000 and 2011.	No net decrease in 89.70 hectares of identified safeguarded land.
To ensure development for employment purposes is accessible to all.	E3 Access to workplaces	Number of relevant permissions meeting advisory standards of Supplementary Planning Document (SPD)	All relevant applications to comply with SPD
To help diversify the economy in the rural area and provide alternative income for farm based businesses	E4 Farm Diversification E5 Re-use of rural buildings	Number of permissions for employment uses in rural areas	No appropriate development refused.
To enable opportunities for local employment close to where people live, which may potentially reduce travel to work;	E1 Distribution of Employment Land E2 Safeguarding Employment Land E4 Farm Diversification E5 Re-use of rural buildings	As above	As above

Planning Objective	Relevant Policy	Indicator of Policy Performance	Relevant Target
ENVIRONMENT			
To conserve and enhance the historic buildings & their setting	ENV1 Design of Development within Conservation Areas	Number and type of developments permitted in Conservation Areas	No departures from the Plan
	ENV2 Development affecting Listed Buildings	Number and type of listed building consents permitted	No departures from the Plan
	ENV3 Open Spaces & Trees	Number of developments resulting loss of open spaces and trees	No loss of open spaces or trees through inappropriate development
To protect Ancient Monuments and archaeological sites	ENV4 Ancient Monuments and Sites of Archaeological Importance	Number and type of developments permitted each year on archaeological sites	No loss of nationally or locally important archaeological sites;
To protect the natural environment for its biodiversity and agriculture, cultural and visual qualities	ENV5 Protection of agricultural land	Number and types of development permitted on agricultural land.	No departures from the Plan
	ENV6 change of use of agricultural land to domestic garden		
	ENV7 The protection of the natural environment – designated sites	De-designation or damage to SSSIs, NNRs or other nationally designated sites.	No departures from the Plan
	ENV8 Other landscape elements of importance for nature conservation	Number of developments on other sites of importance for nature conservation	No departures from the Plan
Area of Ancient Woodland		No reduction area	

Planning Objective	Relevant Policy	Indicator of Policy Performance	Relevant Target
	ENV9 Historic landscape	Number and type of developments permitted each year within identified historic landscapes	No departures from the Plan.
To limit sensitive development in areas subject to high levels of noise from aircraft or other sources and avoid deterioration in the noise environment	ENV10 Noise sensitive development and disturbance from aircraft ENV11 Noise generators and exposure to noise	Number and type of development permitted in specified zones	No departures from the Plan
To protect ground water resources from contamination	ENV12 Groundwater protection	Number and type of development permitted within groundwater protection zones	No departures from the Plan
To protect users of residential properties in particular from long term exposure to poor ground level air quality	ENV13 Exposure to poor air quality	Number and type of development permitted	No departures from the Plan
To improve the health of the community	Policies ENV10 to ENV13	As for above policies	As for above policies
HOUSING			
To meet the Structure Plan housing requirement and provide sufficient housing to meet locally generated requirements To concentrate housing development in the main urban areas and other locations well related to employment and facilities	H1 Housing development	Amount, location and rate of housing provision monitored annually. Location will include use of previously developed sites.	Net dwelling stock increase of 4,620 between 2000 and 2011. 40% of dev on previously developed land over plan period.

Planning Objective	Relevant Policy	Indicator of Policy Performance	Relevant Target
To meet the need for affordable housing and retain mixed and balanced communities	H9 Affordable Housing	Amount of affordable new homes provided, and proportion of the total dwelling completions each year that are affordable.	980 homes between 2000 and 2011. (This is based on the assumption that relevant sites are granted planning permission after the Plan has been adopted)
	H10 Housing Mix	Number and proportion of new homes built with no more than three bedrooms.	1000 homes between 2000 and 2011 (This is based on the assumption that relevant sites are granted planning permission after the Plan has been adopted)
LEISURE & CULTURAL PROVISION			
To safeguard existing open space within towns and villages for either formal or informal recreation	LC1 Loss of Sports Fields and recreational facilities	Number and type of developments permitted on sports fields and recreation facilities.	No departures from the Plan
To ensure development for leisure and cultural purposes is accessible to all.	LC2 Access to Leisure and Cultural Facilities	Number of relevant permissions meeting advisory standards of Supplementary Planning Document (SPD)	All relevant applications to comply with SPD

Planning Objective	Relevant Policy	Indicator of Policy Performance	Relevant Target
To enable the provision of community facilities in villages, which would accommodate activities central to village life, even where development would not normally be permitted	LC3 Community Facilities	Number and type of facilities permitted each year	No appropriate development refused.
To develop sport and leisure facilities at key sites and enable outdoor recreation in the countryside whilst protecting its character and amenities	LC4 Provision of outdoor sport & recreational facilities beyond settlement boundaries	Number, type and location of new facilities.	No appropriate development refused.
To support tourism in Uttlesford within the capacity of its towns and villages to accommodate visitors	LC5 Hotels and Bed & Breakfast accommodation	Number, type and location of new facilities permitted.	No appropriate development refused
RETAILING & SERVICES			
To ensure retail and service development is accessible to all.	RS1 Access to Retailing and Services	Number of relevant permissions meeting advisory standards of Supplementary Planning Document (SPD)	All relevant applications to comply with SPD
To sustain and enhance the vitality and viability of Saffron Walden as a principal shopping centre, of Great Dunmow as a smaller town centre, and of the local centres of Stansted Mountfitchet and Thaxted;	RS2 Town and Local Centres	Amount and location of retailing and services monitored annually	No net loss of retailing and services in identified settlements
To promote mixed use commercial developments in these centres			

Planning Objective	Relevant Policy	Indicator of Policy Performance	Relevant Target
To focus retail and mixed use commercial developments in locations that maximise the opportunities to use means of transport other than the private car			
To prevent further loss of retail and other services in rural areas	RS3 Retention of retail and other services in rural areas	Number of retail and other services in rural settlements monitored annually	No net loss in retail and other services in rural areas.
TRANSPORT & TELECOMMUNICATIONS			
To facilitate the improvement of the transport and telecommunications network	T1 Transport improvements	Number and type of development permitted in safeguarded areas	No departures from the Plan
To protect the character of the countryside from inappropriate transport and telecommunications development.	T2 Roadside services and the new A120	Number, type and location of roadside services permitted each year.	No departures from the Plan
	T3 Car Parking associated with development at Stansted Airport	Number of off airport car parking spaces	No airport associated car parking to be permitted beyond the airport boundaries.
	T4 Telecommunications equipment	Number, type, location of equipment permitted each year	No departures from the Plan

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