

Uttlesford Local Plan (Issues and Options) 2020-2021

First Consultation: Theme 4 Transport January 2021

Introduction

The Community Stakeholder Forum discussed the theme on Wednesday 13 January and the theme was then open for comment.

Between 13 January and 21 April 2021, 79 individuals and organisations responded to the theme.

What we have been told so far

The following is a summary of what people said about what options for sustainable transport in Uttlesford they would support.

To read all the representations in full please go to the [Consultation Portal](#).

Transport - what you have told us...

Access to services



- New development should be focused in areas with good accessibility to public transport
- New homes should be located in areas with access to existing services by non-car modes
- New remote settlements should only be built where they can support their own services

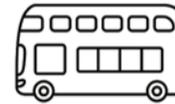
Low traffic neighbourhoods



- Strong support for designing neighbourhoods to prioritise pedestrians and cyclists
- Need for more secure cycle parking at key destinations such as rail stations
- Lack of safe walking and cycling routes especially in Saffron Waldon
- Locating new development near public transport hubs means less reliance on cars
- The car will remain the main mode of transport in rural districts like Uttlesford

What options for sustainable transport in Uttlesford would you support ?

Public Transport Strategy



- Current bus network needs significant improvement to shift people out of cars
- Bus services are not integrated with rail services
- New developments should include busways and homes to be within walking distance of a bus stop
- Need to develop an integrated public transport strategy for Uttlesford
- Developers should fund bus services to new developments and subsidise services for existing communities

Technology and transport



- Vital that new development includes ultra-fast broadband and 5G to reduce the need to travel for work in a post Covid-19 world
- Need for local workspace hubs in new communities
- Scepticism about the impact of autonomous vehicles and drones
- New technologies will need to be piloted and objectively assessed to understand impacts on building costs and viability

Electric vehicle charging



- Developers should provide EV charging infrastructure in both private and public locations in a development
- Developers should fund any upgrade to electrical grid capacity required
- EV charging points should be integrated with solar panels on roofs

Transport: What options for sustainable transport would you support

Individual responses and comments

Access to Services

- General support for the principle of locating new development where there is good access to services and sustainable transport – locating growth where there are good existing services.
- Support for directing new development towards locations that enable residents to adopt sustainable modes of travel and have easy access to local shops, schools and facilities.
- Suggestion that existing towns and larger settlements with greater range of services should be the preferred location for new development.
- Entirely new settlements should only be supported where they are large enough to provide their own facilities and services.
- New developments can help support the economic vitality of existing local services.
- Developments located near to sustainable transport hubs will have less reliance on cars and in turn may need less provision for car parking on site.
- Development sites should be selected based on their accessibility to rail services and stations. The majority of commuters should be able to walk or cycle to train stations, not have to catch buses in addition to their trains.
- Avoid locating new development in isolated locations – very difficult to deliver adequate high quality public transport services to support new settlements in locations where there are currently none.
- New developments should be designed in accordance with the 15 minute neighbourhood: all facilities within 15 minutes' walk of homes, promoting health and social interaction.
- Car travel in a rural area is inevitable especially for school, medical and employment purposes however it can be minimised through the provision of more local services in each town and village.
- Uttlesford needs a job centre, local hospital, more schools and GP services within the district.
- New developments must be located to facilitate walking, cycling and public transport
- New development should consider new ways of working from home or in local area, flexible shared workspaces and hubs, residential development should include home offices and office pods or studios.
- Access to services ideally through walking or bikes, designed so people travelling in this manner are safe e.g. well-lit routes
- The CIHT paper 'Better Planning, Better Transport, Better Places' should underpin decisions about housing locations. Sustainability assessments must calculate the carbon costs of the lifestyles generated by developments: the carbon costs of commuters, school children and shoppers.
- Connected areas of growth to services and rail stations by a network of new cycle routes and requiring developers to provide households with electric bikes or funding an electric bike hire scheme.

- There is an existing linear transport corridor, including a well-connected mainline rail line, running North-South through the district. There is no existing comparable East-West corridor.
- It is very hard to drive sustainable outcomes without linking new settlements to existing centres to take advantage of concentration for public transport, and also the greater potential for walking and cycling, or without linking settlements to rail lines within a 3km or so radius.
- Transport is so key to emissions that it must be accepted that where large scale transport intervention such as Rapid Transit (to use an example from the unsuccessful previous local plan) are proposed, there has likely been a failure in spatial planning, ie that potential emissions and transport implications have not been appropriately considered in the first place.
- New housing development and employment centres should integrate bus services and links to trains at the initial planning stage to avoid 'islands', such as Chesterford Research Park, that are primarily only safely accessible by car.

Low traffic Neighbourhoods

- Overall support for the concept of low traffic neighbourhood principles and designing new developments so that walking, cycling and public transport is prioritised over cars.
- Support for active travel being at the heart of the design process.
- Retrofitting the principles to existing neighbourhoods will be difficult.
- Recognition that in rural areas the car will remain essential and be the dominant mode of travel.
- Concerns about conflict between pedestrians and cyclists on shared paths were raised.
- Suggestion that new pedestrian and cycle paths should be accessible to horse riders by default.
- Concerns raised about the safety of cycling in rural areas and physical ability of older persons to cycle longer distances between settlements.
- Concerns about the lack of safe walking routes and footpaths in rural areas but also in settlements such as Saffron Waldon which results in a greater reliance on the car.
- Need to ensure new developments are permeable and that developers actually build the footpaths and cycle lanes required as part of the planning permission.
- Concern that piecemeal developments are designed in isolation resulting in no improvements for walking and cycling.
- Concerns that low traffic neighbourhoods could worsen air quality and congestion.
- Concern that if new development doesn't provide adequate space for parking within curtilage then residents will just park on the street and obstruct the footways.
- Roads in and around Uttlesford and Saffron Walden especially are not considered attractive or safe for cyclists or pedestrians however a number of opportunities for improvements.
- There should be consideration of providing pedestrian and cycle paths on the other side of hedgerows of fields next to roads to protect cyclists from vehicles and associated pollution.

- Cycling is a low carbon, cheap, and healthy form of transport and it is essential that safe paths are created to help workers access this form of transport in all new and existing developments.
- For this to be achievable more safety reviews, more consultations with the public living in the area and greater local decision-making capacity at parish and community level are needed. Responsiveness, boldness and the capacity to be swift is required.
- Concerns about speeding on roads and the excessive speed limits on certain roads especially when they are in the vicinity of schools – deter pedestrians and cyclists.
- Support for speed calming measures and wider pavements to encourage walking
- Speeding and anti-social driving behaviour is a significant problem that needs addressing.
- Support for 20 mph speed limits through villages and residential areas but they will need to be self-enforced either through the design of the road or through sensitively placed average speed cameras.
- All villages with single carriageway roads and no footpaths should by default be a 20mph speed limit zone.
- Safe links between villages, Safe School Cycle Routes and cycle lanes which run contra one-way systems.
- Explore cycle lanes on farmland and disused railway tracks such as Saffron Walden to Ashdon, Bartlow, Linton and Cambridge.
- To support walking - All facilities can be easily reached by, parents with prams, children and the elderly. Benches should be included for the elderly, as should toilet facilities. Routes should follow desire lines.
- Wildlife corridors should be built into transport plans to protect species and improve air quality, with trees and hedges to buffer transport sounds and emissions.
- Encouraging people to get out more and integrate with their local community on foot, by some form of pedal power or other environmentally friendly vehicle has clear benefits for all.

Public Transport Strategy

- Current bus network is not convenient or comprehensive enough to encourage shift from cars. Bus services between settlements and rail stations need improving.
- Current bus service model is not fit for purpose, it is unaffordable with inadequate bus services that are not integrated and coordinated with rail services.
- Need to rethink the rural bus services with new operating and ownership models.
- Rural bus services are a lifeline for many rural residents. Reliable hourly bus services for rural communities would reduce the need for car journeys and benefit local economies and the environment.
- Need for the provision of reliable and real time bus service information at stops.
- New development should be well connected by rail to key employment locations such as Cambridge and London.
- The location and size of new development should be dependent on their ability to support a regular, commercially viable bus service.
- Funding for public transport service improvements for new developments should be via the developer in form of S106 or CIL.

- Developers should pay to subsidise bus services to new developments and improve bus services for existing communities particular for rural services that are not commercially viable.
- There needs to develop a district wide integrated public transport strategy that explores funding options for bus services.
- Local community knowledge should be involved in the development of bus service routes and timetables.
- Dedicated busway and bus only roads should be designed into all new large developments.
- New public transport infrastructure and services need to be delivered up front whilst the development is built out and not afterwards.
- New development should be focused on where transport infrastructure already exists rather than new infrastructure to support remote locations for new development.
- Great Chesterford has a rail station but no car park or cycle parking facilities which deters usage.
- Buses should be better designed to accommodate buggies, wheelchairs and bicycles.
- Public transport should use clean fuels
- Buses could run 'on demand' rather than timetable
- Low cost travel is essential for young people, those out of work, low paid
- Railways should be used for transportation of more freight to get HGVs off the roads.
- Mobility hubs should be considered, using electric shuttle buses for first-and-last-mile transport to and from the train stations, integrated with active travel routes
- Cost of public transport is unaffordable for low income residents and workers. It compares poorly against car travel with it costing more for a family of 4 to travel by bus than by car.
- Public transport won't be used if the bus stops and rail stations are not physically accessible or people don't feel safe walking or cycling to access them.
- Extend the existing rail line from Stansted Airport to Great Dunmow.
- Suggestion for using autonomous vehicles on certain bus routes.
- Park and Ride or local travel hubs should be considered.
- New developments should be built with existing public transport in mind, for instance near railway stations, and should be designed to encourage less car use with regular electric bus routes going to the developments as well as safe, easy to access, cycle paths linking new and old developments to railway stations and the nearest towns.
- The size and location of a development should always be built with the viability of public transport, including an electric bus service, in mind. More electric public transport is vital to reducing carbon emissions, as well as decent paths for cycling.
- Bus services based on resident's needs, particularly aimed at those with cars rather than without, which connect directly to appropriate destinations at times to suit are required.
- Affordable local station parking would encourage the use of trains.
- A connection to the tube system at Epping from the mainline going through Stansted/Bishops Stortford would also reduce car journeys.
- A bus service directly to the station from nearby villages, would encourage the use of public transport rather than use of a car/taxi.

Technology and transport

- Recognition that there has been a huge growth in working from home due to the pandemic which is unlikely to revert back to before – new developments must consider working from home in their design.
- There is a need for strong policies in the Local Plan to support home working: good quality broadband, houses with adequate study and workspaces, access to up to date tech resources software and hardware; updated employment policies.
- It is vital for new developments to provide ultrafast broadband as well as 5G – this needs to be considered from the start as it will be expensive to retrofit.
- Autonomous vehicles are not likely to make a big impact in rural areas like Uttlesford.
- Uncertainty about drones and what their impact might be.
- There will be a need for local business hubs and workspaces for those that no longer required to travel into an office but home is unsuitable to work in.
- The cost of such technologies should be considered and tested to ensure the delivery and wider benefits brought by development are not prejudiced and affordability is not impacted.
- More people working from home will increase need for more walking and cycling routes for leisure activities; need for policies to support homeworking (broadband, workspace)
- Should not forget about those that don't have access to or ability to use broadband or digital technology – telephonic access should still be viable.
- Ensuring there is ultrafast fibre broadband to all areas of Uttlesford should be made a priority

Electric vehicle charging

- Strong support for developers to provide electric vehicle charging in new developments and upgrade the grid if necessary.
- Electrical vehicle charging Need to consider all places where people have vehicles e.g. along streets so to ensure sufficient charging points
- EV charging should be provided at frequently visited locations: supermarkets, carparks, leisure centres, garages, etc
- Planning must promote the swiftest possible switch to electric vehicles with: EV charging available to all households Fast EV charging at car parks, leisure centres, supermarkets, petrol stations etc Wild life corridors should be incorporated into the design of all transport infrastructures to promote bio diversity and improved quality of life
- Developers should also fund public charging stations in the local community.
- Feeling that this is being led at national level and happening anyway.
- There should be consideration for the installation of 3-phase power supply to houses rather than single phase to enable faster charging.
- The cost and range of electric cars is still an issue and will need improving.
- Need also to enable EV charging in housing designs where parking areas are remote from housing. Planning authorities need to impose conditions to ensure charging points are installed.

- There are challenges including the capacity of existing energy infrastructure and costs for upgrades and network reinforcement must be factored into Local Plan viability to ensure the delivery of new allocations.
- EV charging provision should be linked up with solar panels on houses.
- A reduction in car use is always welcome but better that we accept cars are here to stay and invest in more charging points to encourage electric car use.

Other comments

- A well-structured new local plan can achieve substantial benefits within our area but will be compromised by through traffic and by those with a need to travel further.
- 75% of carbon emissions in rural areas are from transport so we urgently need to change.
- Our Local Plan should make sustainable transport choices easy, preferred option; prioritise walking, cycling and public transport; promote activity and social interaction, contributing to health and inclusion; incorporate green infrastructure and wildlife corridors to help improve biodiversity It should take a 'vision and validate' approach, not predict and provide, which results in more cars.
- The Town and Country Planning Association Guide recommends: 50% of trips to be made by non-car means, with a goal to increase to at least 60%; public transport nodes and neighbourhood facilities should be a short walk from every home. homes should be within 800 metres of schools for children under 11.
- Walking, cycling and public transport infrastructure needs are met before major roads are delivered, layout is designed around active travel, social, cultural and economic activity, not parking and cars.
- More consultation, more power to the local parishes and faster changes 20 mph to be included in areas near shops and older housing estates.
- The situation with huge lorries travelling through Thaxted to service the new supermarkets on the edge of Walden needs sorting out - it is not an appropriate route and traffic calming needs to be introduced.
- Action to tackle Climate Change would be compromised by airport expansion.

Statutory Consultee comments

Stansted Mountfichet Parish Council:

- Stansted Mountfichet is fortunate to have access to road and rail services. However, the village is the meeting point of the major North-South route, the B1383, with the B1051 resulting in congestion and high volumes of traffic.
- Traffic calming measures, together with central refuges and adequate parking facilities, (a must for the sustainability of businesses in this important commercial centre), are essential.
- The geographical location of Stansted Mountfichet and developments elsewhere within Uttlesford mean that the village is gradually being swamped by the increase in traffic volume.

Stebbing Parish Council:

- A transport infrastructure needs to be in place that is achievable and credible.

- Bus routing for Stebbing should reflect the actual needs of the residents for example a route to Great Dunmow that is currently only accessible by car and the main destination for GPs, supermarket, pharmacy and general shopping.
- Electric charging points should be available at service stations to encourage electric car use.
- Cycle routes should be developed not just for leisure but to enable people to get from A to B. Bridle ways should be kept in better repair.
- Employment opportunities locally reduces the need to travel long distances to work, are there plans for a growth in such jobs.

Quendon & Rickling Parish Council:

- Rural communities like ours need transport - for shopping and access to utilities/facilities like doctors, hospitals etc.
- It would be nice to see smaller buses on our roads, which run more frequently, at agreed times along agreed routes.
- If we were able to give the residents of our village tickets (perhaps a book of tickets, ie. a monthly pass for which you pay whereby a ticket is taken for each journey that you take) that could be used to travel on the bus - would that encourage people to use the bus more frequently? This would encourage less cars on the roads.
- To encourage people to use their bikes, or walk, it would be nice to have downloadable walks or routes that could be used by residents.
- The problem with public transport is it has to be paid for by someone and unless sufficient people use it, it will disappear.
- There should be electric charging areas on new developments and electric garages like the one in Braintree.

Clavering Parish Council:

- It is of paramount importance that any new developments are completely geared to the electric car and provision of power for such.
- The only way to make a community have sustainable transport is to start with a fresh garden city and build it to make sure it works.
- Cycle lanes are not the answer. The one to Audley End has created a bigger carbon footprint as cars have to travel further from outlying villages to reach the station.
- Electric vehicle points fit them to new houses now.
- Grants to local businesses to fit charge points.
- Buses on demand work well when low use and more cost effective but developments should be aimed at where a viable bus service could be established.

Takeley Parish Council:

- Public transport is good if there are frequent services.
- In an ideal world cycling and walking should take priority and it works well in town settings, but in rural areas the car is still important mode of transport to get to work, leisure and education.

- Stansted Airport railway station should not be considered a good commuter rail link as the fares are more expensive and the parking is very expensive compared with other stations. The bus station and networking buses are good and a useful travel hub.

Chrishall Parish Council:

- local byways are being abused by off-road vehicles and motorbikes and we would seek a mechanism to remove motorised vehicles from our green lanes.
- Cycle paths: to link in with carbon reductions, permissive cycle paths across and around fields need to be established to enable low carbon transportation on off-road, direct, routes.
- Those travelling to Wendens Ambo rail station have to run the gauntlet of the B1039 and try to get there safely, which needs nerves of steel.
- Children are transported to school by car because it is too dangerous for them to cycle or walk. A painted line on a road won't ensure safety of pedestrians or cyclists.
- There need to be more off-road routes which could also increase biodiversity if properly planted and maintained.

Thaxted Parish Council:

- It is arguable that car parking standards associated with new development are incorrectly set with spaces increasing according to building size. It would be more logical to reduce the provision of car parking spaces on all development.
- Residents with several cars could then be given the option of buying parking permits for a remote car park discreetly sited away from the housing and neighbourhood roads but incorporated as a part of the developer's scheme.
- Car charging points for each new house would also be an obvious requirement. It must be sensible though to only locate significant new developments in places where there is immediate access (walking distance) to good transport hubs.
- This will mean direct access to railway stations and bus termini with a shuttle bus service if necessary from the surrounding developments.
- Low traffic neighbourhoods have been suggested however these will be impractical in many parts of the District due to the dependence on the car whilst at the same time they inevitably come with large amounts of signage and street furniture which destroys historic character.
- What has been suggested specifically in relation to Thaxted is the creation of a Low Emissions Zone whereby a charge would be levied for the most polluting vehicles and, if ECC continue to resist a weight restriction, also on HGVs. A percentage of the revenue could be used to enhance community facilities.

Great Dunmow Town Council:

- Public transport is extremely poor in Uttlesford and to facilitate housing growth throughout the district, bus service funding should be viewed as an essential service rather than considering rather than trying to make the services commercially viable.
- Gt Dunmow Town Council has already recognised a need for additional local services and has liaised with ECC to work on a local bus strategy with some s106 contributions already agreed with ECC Highways.

- Priority should be given to housing development wherever there is an existing railway station, regardless of the size of the current settlement. Access to a railway station should have a defined walking and cycling distance or a short bus journey.
- The new Local Plan walking and cycling distance mapping is useful to assess sustainability of sites put forward in the Call for Sites. The plan to show 5/10/15min walking and cycling distances to shops and schools should be expanded to include access to railway stations by foot, cycle, bus and car.
- Bus services should be heavily subsidised and ideally to make it free for all UDC residents. New hopper routes should complement the existing commercial services.
- A new policy should require employers of 50 or more employees to subsidise public transport within Uttlesford.
- Make it a CIL and s106 requirement to support public transport financially on all major housing developments of 10 homes or more.
- Geographically and culturally linked village clusters already exist within Uttlesford and these established community links should be enhanced providing a new hopper bus services to link them together with a town and a railway station. This would form a rural spatial strategy whereby appropriate housing growth can be sustainable throughout the district.
- Cars cannot be designed out of a rural district such as Uttlesford. In Gt Dunmow, new Highways consideration should be given to the change in circumstances with the access arrangements of the approved all-through HRS school and sports complex.
- Walker Engineering reports are attached to evidence the impact on the Stortford Road, and could risk the 2,000+ housing delivery projections in the housing trajectory.
- Our recent new development experience leads us to request new policy wording, to require master-planning for all new housing developments over 50 homes, to include a study of the cumulative impact on the town or village from all approved, proposed and Local Plan allocated housing development.
- A review with ECC Highways, should include consideration of a new HGV strategy from the A120 to Gt Dunmow and surrounding villages. This would have an impact on Saffron Walden and could require securing long-term funding to open J9 of the M11 in the future.

Newport Parish Council:

- Public transport should use clean fuel e.g. electric or hydrogen cars, buses, minibuses and trains to replace fossil fuels.
- NPC asks UDC to consider bringing rural transport into public ownership (eg run by local councils), run on a not-for-profit basis, and to make it green (electric or hydrogen). Funding and investment is required.
- Locally run electric buses or minibuses could be run 'on-demand' rather than according to a formal regular timetable.
- NPC ask that UDC consider offering free or reduced cost travel to low paid workers, out of work people, and their school-age children.
- Better access to key local services would cut unnecessary car journeys. Uttlesford needs local hospital.

- Local rural rush hours and pollution hotspots are already exacerbated by parents driving their children to/from school; with Uttlesford set to expand, please plan for local schools and GPs in convenient locations where houses are being built.
- NPC suggests that rail could be better used, e.g., for delivering freight. NPC would prefer that all rail should be electrified in the UK rather than relying on fossil fuel - this requires national investment.
- In order to travel to many places in Essex, it is cheaper and quicker to drive a car, rather than going by public transport. However, as many cannot afford a car, the lack of public transport is isolating. We need better public transport.

Salings Parish Council:

- Sustainable transport must have train lines as a core pillar – housing development should be within 3-4km (actual road distance, not as the crow flies) maximum from a mainline railway station as this makes cycling a realistic prospect.
- UDC should focus on the North South corridor on the West side of the district, as currently there is no East-West train corridor.
- High density urban extensions are the most appropriate format for development and this has strong transport advantages – it is one of the few genuine walkability and cycling solutions, as well as making public transport more feasible for the entire urban ecosystem.
- We support the “obvious” points such as Broadband and Electric Car Charging being key to any new developments – these should be mandatory requirements within the Local Plan.

High Roding Parish Council:

- Options for workable, sustainable transport Cycle and pedestrian routes should be prioritised.
- Dial-a-ride/demand based public transport options should be made available, especially in more rural areas.

Essex Police - Designing out Crime Office:

It is important that transport systems i.e. roads cover the safety of all users and vulnerable user groups, such as cyclists, pedestrians & equestrian use. For consideration, it is essential that emergency vehicles can gain rapid access to any incident occurring & surrounding neighbourhoods. Therefore, upon devising any new road layout, we would recommend early consultation with Essex Police Roads Policing team. When designing local roads consideration is requested by developers to use the “Safe system approach” and deliberation into the various road user groups who wish to access these roads.

To encourage a more activate community & sustainable transport provisions, we would recommend that:

- public realm spaces are designed where safety and security is subliminal to the user of that space.
- Promote sustainability throughout walkways adopting ‘crime prevention through environmental design’ (CPTED) principles.
- Pedestrian walkways, safe cycle routes & public areas are designed to address issues of permeability and connectivity, promoting natural surveillance.

- With a focus on sustainable travel, consideration needs to be given to the secure external storage facilities & bicycle security, be this within the home environment or within communal bicycle stores.
- Accessibility across communities encourages healthy & active lifestyle's; however, it is important (as it increase crime and the fear of crime) to not design communities with excessive permeable routes that are not connected. Car clubs & access to safer buses should be an integral component at the outset of design.
- We support the concept of SMART cities & would encourage secure management practices around the use & safe storage of electric vehicle and scooter hire.
- It is imperative that infrastructure (i.e. cabling) is in place within the early concept & design stage(s) to facilitate this requirement (including electric vehicle charging), this will help support future technology & may assist the police i.e. with the use of CCTV.

Essex Police Designing out Crime Officer's would gladly welcome early consultation at the earliest opportunity

Essex County Council (ECC):

- ECC recommends that the emerging Local Plan appreciates the existing and future role that London Stansted airport will play within the spatial strategy, and sets out policies to support this function. It is important that the Local Plan appreciates the airports role as an international gateway and economic stimulus and regional transportation hub to benefit existing and future communities
- ECC recognises that the emerging Local Plan will need to have a clear understanding and robust evidence for policies that seek to - Develop clear modal shift targets and minimise transport trips through location of development and provision of sustainable transport options; Understand the policy implications that alternative fuels may require; and the impact of the digital technology.
- ECC support that when delivering future growth the new Local Plan should consider the impact on the transport network, and the scale of mitigation measures in the form of infrastructure and services needed to accommodate the development proposed.
- Emerging spatial and development management policies be consistent with ECC highways and transportation guidance and policy and identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development, for example the potential for a Rapid Transit System, and walking and cycling routes in the walking and cycling action plans and strategies.
- The TCPA Garden City Principles are important to consider when developing future communities with UDC.

Chelmsford City Council (CCC):

- CCC notes the objective towards provision of sustainable transport options to ensure that new and existing homes continue to have access to supporting services, whilst reducing the reliance on the car and ensuring the infrastructure and technology can support this approach.
- Supporting evidence should review the impact of new development on the local highway network and take into account adjoining authority's position.
- Reference should be made to the evidence base study for the Chelmsford Local Plan which can be found at: <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-new-local-plan/new-local-plan/evidence-base/>

Greater Cambridge:

We would look favourably upon development that would contribute to the delivery of cross-boundary strategic infrastructure.

Natural England:

- Transport policies will need to take full account of the impact of changes in the use of different modes of transport upon the natural environment (air quality; noise; lighting).
- Policies should also promote the use of public transport, cycling and walking to improve access to nature, subject to consideration of recreational pressure. Aligning improved access to nature with better connected green infrastructure could encourage greater levels of walking and cycling as alternatives to short trips by car. This modal shift would provide multiple benefits including health and wellbeing, improved air quality and climate change mitigation.

The British Horse Society:

- Many of the routes that are used to walk or cycle to work or school are the same routes which at other times provide for recreational use. Horse-riding is as much an 'active travel' mode as walking or cycling.
- Cambridgeshire is demonstrating good practice. Active Travel provision must be embedded in new transport projects such as the Uttlesford Local Plan in the same way for all modes, to provide continuity and improved connectivity of the network for all. No barriers should be created to prevent public routes being enjoyed by as many user groups as possible.
- Whilst we acknowledge the importance of encouraging active travel commuting, all routes must be planned with equal importance given to both leisure use by all non-motorised users (NMsUs)(walkers, cyclists, equestrians, disabled people, and commuter-cycling use).
- Off-road routes are being provided for cycling which could benefit equestrians who are also vulnerable road users; and Surfaces of routes such as bridleways and byways, with rights for riders or carriage drivers, are being changed to facilitate cycling but to the detriment of equestrian access.
- This is particularly influenced by current funding initiatives making provision for cycling. With more awareness in the planning stages, ALL non-motorised vulnerable road users can benefit from all off-road tracks & none need be excluded.

Call for Sites – Promoters:

Stonebond Properties (Chelmsford) Ltd – Thaxted Green:

- The site at land south of Thaxted is located adjacent to the village boundary and is within walking and cycling distance of the services and facilities provided.
- Thaxted is well served by services and facilities, and contains the following: primary school, small convenience store, other convenience shops, post office, library, doctor's surgery, pharmacy, public houses, restaurants, petrol filling station, sports clubs and recreation areas, and bus services. There are bus services to Saffron Walden, Great Dunmow and Stanstead Airport from Thaxted. There are school bus services available to transport children to secondary school. In transport terms

Thaxted is a sustainable location that is accessible by walking, cycling and public transport.

- Paragraph 78 of NPPF states that “to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.
- Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.
- Thaxted is one of the key villages in the settlement hierarchy and should be a focus for additional development based on the services and facilities it provides to the surrounding rural area. It is considered that additional residential development in Thaxted could help to support the existing services and facilities within the village.

Rosconn:

- New development should be delivered through the local plan in a way that maximises the viability and vitality of existing local services, town centres and public transport facilities allowing for improved footfall to existing businesses and improved connectivity for new and existing residents.
- RSL agrees that creating neighbourhoods that incentivise people away from the private car and toward walking, cycling and public transport is an important component to sustainable development. However, it should also be recognised that when planning for new development there will always be a need to take account of vehicular movements and the necessary road widths and junction dimensions to ensure safe and effective access.
- RSL considers that vehicle movements within sites should be reconciled with and integrated into the public realm along with foot and cycle provision rather than providing segregated routes which will encourage car dependence.
- We note that the Garden Community Principles set out in the call for sites form underscores the need for, amongst other things, “integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms for local journeys.” As the consultation document states, providing public transport services is often challenging as commercial viability is usually a major barrier. In RSL’s view, the availability of existing services nearby should be a major factor in choosing sites for development whilst recognising that such sites have the capacity to improve public transport and contribute towards an integrated strategy for the settlements they are related to.
- SL agrees that providing high quality sustainable transport is a vital aspect to tackling climate change, building communities and enhancing local economies. This approach would be in line with paragraph 103 of the NPPF which states that development should be focused in locations which are or can be made sustainable by limiting the need to travel or by offering alternatives.

Baker and Metson Ltd – Phase 2 Planning (Chelmer View):

- B&M supports the objective that new development should principally be located where the need to travel by motor vehicle is reduced by providing a genuine choice of sustainable transport modes and access to local infrastructure and services, thus reducing the need for residents to travel long distances by car.

- The proposed mixed use neighbourhood at Chelmer View is one such example of an extension existing settlement of Great Dunmow which is pursuant to these objectives. Chelmer View, being a strategic scale extension to the adjacent settlement of Great Dunmow, positively supports the opportunity to integrate with the town through an expanded network of walking and cycling movement corridors and integrated public transport routes.
- Chelmer View will also reduce car travel and promote walking and cycling because all homes will fall within a 500m or 6-7 minutes walk of a local centre, school, place of employment, and open spaces/recreation areas, which will ensure a walkable neighbourhood that compliments and supports the existing infrastructure and services at Great Dunmow.
- Chelmer View is therefore a strategic scale extension in the form of a mixed use neighbourhood in a location that can limit the need to travel and provide a genuine choice of sustainable transport modes, which will reduce the need for its residents to travel by motor vehicle.

Pigeon – Parsonage Green:

- Council's spatial strategy should seek to focus new homes within and around Uttlesford's most sustainable settlements, in particular Great Dunmow.
- Parsonage Green for instance is located on the north eastern side of Great Dunmow, in a highly sustainable location, within close proximity of 'commercially viable local services'.
- Whilst it is important through the design of new developments to maximise opportunities to encourage walking, cycling and public transport, this should be balanced against a requirement to ensure that new neighbourhoods function efficiently to get everyone around. Uttlesford is a rural district and residents will therefore be reliant on private cars to some extent.
- In terms of the design of new neighbourhoods, priority can be given to pedestrian and cycle movements, subject to location and the potential to create connections.
- It may be that improvements to a bus service are required by the local highway authority to support the level of development proposed. However, these improvements if viable and deliverable do not necessarily make a scheme unsustainable and can be secured via S106 contributions or CIL payments.
- Pigeon are committed to creating sustainable schemes that seek to mitigate against the impacts of climate change. Parsonage Green makes provision for each new home within the scheme to be equipped with the infrastructure for an electrical vehicle charging point.

Grosvenor Britain & Ireland - North Uttlesford:

- To be able to offer a genuine choice of transport modes, reduce congestion and emissions and improve air quality, the Local Plan needs to allocate development in locations and of a scale which makes these goals achievable.
- Development should be in locations that take full advantage of existing and proposed transport infrastructure such as rail links, cycle paths, footways and the strategic road network.
- New development should also contribute to local infrastructure improvements to mitigate their impacts. New settlements with good connections to existing and proposed transport infrastructure are well placed to reduce the reliance on the private

vehicle, improve access to sustainable modes of transport, encourage the uptake of active travel and improve opportunities for walking and cycling.

- New settlements are also of a scale whereby they can contribute to, or deliver, new or enhanced infrastructure, to not only mitigate their impacts but provide benefits for the wider community.
- North Uttlesford will be based on the principle of the 20-minute neighbourhood where a range of facilities and services will be provided on site, encouraging short local journeys to be made by active and low carbon modes of transport such as walking and cycling. This in turn reduces the need to travel off-site and use the private car.
- New settlements offer the critical mass and ability to plan for and deliver transport infrastructure which is difficult to achieve through the same amount of development that is spread out across many sites, landowners, developers and locations.

Pelican – Hatfield Garden:

- New settlements provide an opportunity to develop a mix of land uses supporting robust sustainability principles for land uses and transport methods. The 15-minute city concept builds upon practical and evidence-led concepts about sustainable urban development and should be supported in the development of the new spatial strategy.
- As previously recognised in past local plan making exercises there will likely be a requirement for one or more new settlements to be allocated in the District.
- The opportunity should be taken to create a set of guiding principles for these allocations in line with the proposals we are making with Hatfield Gardens - an excellent opportunity to employ the 15-minute city concept.
- Hatfield Gardens is located within close proximity to the M11 and surrounding strategic infrastructure, including Stanstead Airport and several rail connections, all connecting north/south especially significant for people that may require travel intermittently into and from London.
- A new settlement will require significant connecting infrastructure and the land promoted at Hatfield Gardens is well positioned to connect into existing strategic infrastructure. The benefits of geographical location to deliver and connect into strategic infrastructure should be considered within the Councils Sustainability Appraisal. Improvements to the M11 at junction 8 would support additional development and there is a plausible justification for a new connection onto the M11 (Junction 7A) to serve a new sustainable green corridor, which could be funded by the residential development within this proposal.
- Any policy should place an expectation on new development to support emerging technologies including electric vehicles, biogas public transport, green multimodal corridors and other technologies where it is sensible and viable to do so.

SEGRO:

- It is therefore considered that strategic employment developments, like that at the FedEx Cargo Warehouse at Stansted Airport, should not be required to support a regular bus service due to shift patterns and the need for some employees to travel by car during unsociable hours. However, new employment development could offer financial support towards local bus services.
- SEGRO are supportive of the principle of new developments providing ultra-fast broadband and seeking to use new technologies where feasible and viable.

Notwithstanding this, the draft Plan should take into account the fact that these technologies will be evolving over the Plan period and the opportunities listed above will not happen overnight. Sufficient flexibility should therefore be provided for new development and policies to be adaptive to account for this.

- Paragraph 105 of the NPPF notes that if setting local parking standards for development, policies should take into account the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low vehicles. For industrial and warehouse uses in other Local Authority areas, SEGRO often provide 10% of parking as EV charging spaces (with the first 5% being readily available and infrastructure in place for the remaining 5% to be delivered once there is demand).

Bloor Homes – Land East of Station Road, Elsenham:

- The site promoted by Bloor Homes at land east of Station Road in Elsenham is located adjacent to Elsenham Station. There are bus stops on Station Road and High Street. Elsenham is well served by services and facilities. It contains a primary school, doctors surgery, convenience store, post office, public house, takeaways, village hall, bowls club, recreation ground, businesses, railway station and bus services.
- These services and facilities will meet the day to day needs of local residents. It is considered that Elsenham is a sustainable settlement with a range of services and facilities that are accessible by walking, cycling and public transport.

Thomas G Fairhead Ltd – Land South of Ickleton Road, Great Chesterford:

- We have submitted a site, for residential use, on land to the south of Ickleton Road, Great Chesterford under the “Call for Sites” on behalf our client.
- Great Chesterford is well placed in relation to Cambridge, London and significant employment hubs as well access to the sustainable modes of the transport.
- Allocation of housing should be prioritised in existing sustainable locations such as Great Chesterford. The village benefits from having a mainline train station, with a regular train service.
- Existing modes of sustainable transport in sustainable villages should be enhanced where appropriate.
- Allocating land for residential development in close proximity to existing modes of sustainable transport should be prioritised. New development in Great Chesterford provides an opportunity to support, and make best use of the choice of transport modes available.

Dale Hunter – Cheffins - West of Walden Rd, Ashden:

- We have submitted a site, for residential use, on Land to the west of Walden Road, Church End, Ashdon under the “Call for Sites” on behalf our client.
- Church End, Ashdon is well placed in relation to Saffron Walden Cambridge, London and significant employment hubs as well access to the sustainable modes of the transport.
- Allocation of housing should be prioritised in existing sustainable locations such as Church End, Ashdon. The village benefits from having a regular bus service, no.59, Haverhill, Saffron Walden, Audley End mainline train station, with a regular train service between London and Cambridge.
- NPPF Paragraph 103 sets out that development should be focused on locations which are or can be made sustainable and where they offer a genuine choice of

transport modes. Allocating land for residential development in close proximity to existing modes of sustainable transport should be prioritised.

Richard Agnew – Gladman Developments:

- The traditional approach of avoiding growth in rural locations because they are seen as less sustainable will need to change. The electronic revolution will mean that much more of our daily routine will centre around the home and the need to travel for daily services and facilities will reduce.
- The new Uttlesford Local Plan will need to take these issues into account when considering the relative sustainability merits of the various settlements within the district.
- It is also important to recognise that for strategic growth to be truly sustainable, it must be accompanied by the early delivery of appropriate non-car mode solutions to travel, as well as seeking to internalise as many journeys as possible.
- In terms of the provision of electric charging facilities for vehicles, it is important to consider the capacity of infrastructure providers (particularly electricity) to cope with the demand for such charging points and their effect on development viability.
- This is a further reason why detailed design issues such as this, should be left for the Building Regulation process.

Weston Homes – Land at Warish Hall Farm:

- 'Land at Warish Hall Farm' is the site that Weston Homes has submitted as part of the Call for Sites 2021 consultation. It is linked to the existing urban area and facilities of Takeley and Little Canfield and will increase local population through the delivery of around 1,000 new homes, assisting the sustainability of both villages. The site benefits from good accessibility to Takeley village centre and facilities at Little Canfield local centre, is linked to the railway station at Stansted Airport and by a range of bus services to other settlements.
- Development of the site would offer the opportunity to integrate the Takeley and Little Canfield communities to help to create a more sustainable community, creating new active movement networks and promoting sustainable environments.
- New developments that are located within and close to town centres and village centres with existing infrastructure and local amenities and services would naturally promote active forms of travel and would also help support the existing services within the community. As a result, we would support a policy that guides new development towards the sustainable growth of existing settlements.
- Enhancements to existing services (e.g. local bus frequency) would be supported by an increase to local population to benefit existing and new residents with access to the service.
- Weston Homes supports using new technologies to positively transform living for instance through the provision of 5G and ultra fast broadband.
- The promotion of low carbon ways of living is also supported along with the principle of electric vehicle charging, however the existing electricity grid capacity and costs associated with upgrading, reinforcement and implementing this infrastructure would need to be considered and tested.
- Any policy wording would need to include development viability considerations in order that it is adequately flexible and does not prevent sustainable sites from coming forward for development.