

2. Spatial Portrait



An overview of the policy context that has informed the preparation of the Plan and summarises some of the key challenges and opportunities the Plan needs to address.

Spatial Portrait

Introduction

- 2.1 This Chapter provides an overview of the policy context that has informed the preparation of the Plan and summarises some of the key challenges and opportunities the Plan needs to help address. These inform the **Spatial Vision** and **Strategic Objectives** set out in Chapter 3 and in turn the remainder of the Plan.

Policy Framework

National

- 2.2 This Plan has been prepared in accordance with the Government's National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). The Plan has also considered other Government policy such as: the Environment Act 2021 and emerging policies that address climate change and energy efficiency. It is acknowledged that the Government have signalled there will be changes to the planning system, however this Plan is being prepared under the current legislative and policy framework (this is discussed more in Chapter 1).

Uttlesford and Beyond

- 2.3 Regionally, located in the north-western corner of Essex, Uttlesford borders three counties and shares planning issues and economic opportunities. The influence of the Oxford-Cambridge Arc touches the district as an outlier of the 'Cambridge phenomenon' and the dynamism and entrepreneurship stemming from the universities, science and biomedical research and business parks. The location of Uttlesford in the context of the supporting local authorities is shown in Figure 1.1.
- 2.4 Looking eastwards, the region continues to experience rapid economic growth, with an economy worth over £73bn, 320,000 new homes and 165,000 new jobs planned in the next 15 years. The region is a gateway between businesses in the Midlands, London and the North, and internationally. Its diverse economy has proved resilient with world class life sciences, clean energy, and agri-tech sectors, as well as ports, logistics and transport, digital and creative industries, financial services, and tourism. The vision of the regional umbrella transport organisation, Transport East¹⁰, is for a thriving economy with modern, efficient, safe, and low-carbon transport network and a strategy based on:
- decarbonisation (transport generates 42% of carbon emissions in the region)
 - connecting growing towns and cities
 - unlocking international gateways, and
 - energising coastal and rural communities, including an evolving programme for connecting dispersed settlements.

10 <https://www.transporteast.gov.uk/>

Neighbouring Authorities

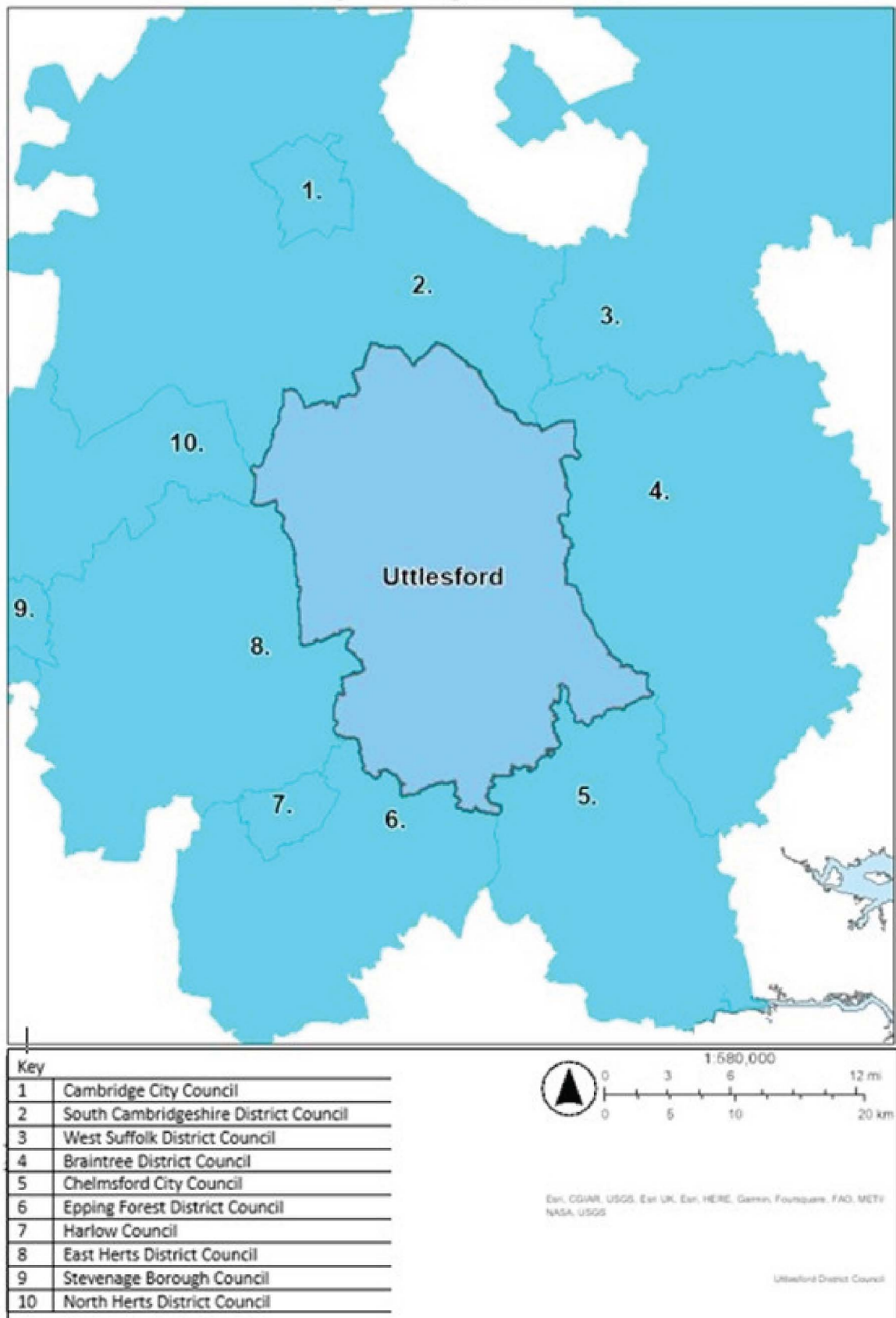


Figure 1: Uttlesford and its surrounding local authorities

- 2.5 The South East Local Enterprise Partnership (SELEP)¹¹ which includes Uttlesford covers a wide area from Essex to Kent and East Sussex, with the Cambridge and Peterborough LEP bordering Uttlesford to the north. The SELEP Economic Recovery and Renewal Strategy, Working Together for a Faster, Smarter and More Sustainable Economic Recovery has seven objectives:
- support business innovation
 - drive trade and growth
 - deliver a skilled workforce
 - improve digital and physical connectivity
 - clean growth at the heart
 - support equality, and
 - promote greater resilience in our places.
- 2.6 Government funding for LEPs is ending in 2024 although LEP's can continue locally if they choose to do so.
- 2.7 The North Essex Economic Board (NEEB)¹² represents the economic ambitions of seven North Essex authorities – Braintree District Council, Chelmsford City Council, Colchester City Council, Essex County Council, Maldon District Council, Tendring District Council and Uttlesford District Council – catalysing collective action to drive economic prosperity within all parts of the urban, rural and coastal region. It provides the strategic oversight of North Essex's diverse, inclusive and productive economic priorities, ensuring tangible actions are delivered to support residents' and businesses' goals and aspirations. Promoting the region's potential, the NEEB presents the strong strategic rationale for further central government and private sector investment, needed to deliver North Essex's long-term ambitions.

There are four key strategic priorities:

- Innovative Businesses and Skilled Residents
 - A Green and High Growth Economy
 - A Dynamic and Connected Region
 - Prosperous and Inclusive Communities
- 2.8 Stansted Airport has a significant impact on the district, with the area around it experiencing considerable housing and employment pressure, with accompanying transport challenges. Owned by the Manchester Airports Group (MAG) it is required to prepare a Master Plan for its ground-based transport activities and to help provide the rationale for the transport investment necessary to enable its growth.
- 2.9 MAG's overall ambition is to create positive airline relationships, world class facilities and service; to improve the airport's competitive position over the long term, making the most effective use of the runway and infrastructure to help provide more choice of destinations and airlines. The Airport commits to minimise the impact of noise and to invest in energy efficient and low carbon technologies with the aim for airport operations to become carbon neutral. Its expansion plans will have significant impact on local employment opportunities and economic spin-off, including the consented Northside site for 65,000^{m2} employment uses. There are associated plans for improvements to long distance bus and rail services, the motorway junction and local road network, to ease the growing traffic congestion. Access to and around the airport at Junction 8 and from the A120 are potential constraints to growth without early mitigation in the short-medium term.

11 <https://www.southeastlep.com/>

12 <https://neeb.org.uk/>

- 2.10 The railway line from London to the region has a spur to Stansted Airport and connects Uttlesford's western sector with five stations on the West Anglia main line, benefitting airline passengers and commuters to London or Cambridge.
- 2.11 Essex County Council has several initiatives that impact on Uttlesford's spatial growth strategy. The County Council is a key partner in its strategic role for infrastructure and service provision and as the Highway Authority, Lead Local Flood Authority, Lead Authority for education, Minerals and Waste Planning Authority, Lead Adviser on Public Health, responsibilities for Adult Social Care (housing needs of older people and adults with disabilities), and the provision of libraries. Since 2020 it is playing a leading role for Essex authorities by delivering the recommendations of the Essex Climate Action Commission.
- 2.12 Across Essex the Planned Housing Growth over the next 20 years is for around 160,000 dwellings. The County Council draws on considerable experience in supporting districts in master planning, stewardship of environmental and community infrastructure, and urban design and strategic issues through the long-established Essex Design Guide and with a focus on garden community principles and working toward net zero carbon emissions.
- 2.13 The County Council in its role as the Highways Authority is reviewing policy on street hierarchies and technical design standards and exploring how to emphasise sustainable travel, particularly given the rural nature of much of the north of the County. In November 2022, the County Council commenced updating the Local Transport Plan (LTP4) to 2050¹³. This first stage is aiming to achieve milestones against four strategic themes:
- decarbonisation
 - supporting People: Health, Wellbeing, and Independence
 - creating Sustainable Places and Communities, and
 - connecting People, Places and Businesses.
- 2.14 Wider in scope are two separate but related projects looking at the overall 'health and wellbeing' aspects of Livable Neighbourhoods Implementation Planning and the Walkable Neighbourhoods project funded by the Climate Action Commission, on how to encourage walking and cycling to access services, leisure activities and places of employment. This resonates with the emerging Design Code for Uttlesford which challenges low density neighbourhoods and dominance of public space by the car. The School Streets Commission deals with creating safe routes to schools and School Safety Zones around new schools.
- 2.15 The Essex Climate Action Commission (ECAC) was set up in mid-2020 to address the national Climate Change Commission goals to achieve net zero carbon by 2050¹⁴. The Commission comprises around thirty experts from a range of professions covering new and existing buildings, heritage areas, biodiversity and the environment, flooding, behaviour modification, larger scale development and public realm, sustainable transport, schools and fuel poverty. Its first report in July 2021 set (Continued over page)

¹³ Essex County Council. Local Transport Plan 4, 2011, <https://www.essexhighways.org/highway-schemes-and-developments/local-transport-plan>

¹⁴ Essex Climate Action Commission, Net Zero: Making Essex Carbon Neutral(2023)

out more stretching carbon and greenhouse gas reduction targets than the Government's to lead and quicken the pace to carbon emission reduction in the county. The reports recommendations are now incorporated into a Climate Action Plan with a focused delivery programme over the coming years.

Uttlesford Today

- 2.16 Uttlesford is a large rural district located in the northwest corner of the historic county of Essex. It covers a total land area of around 250 square miles and has a population of just over 91,000. The district is situated along the M11 trunk road, which runs from north to south and connects Cambridge and London. Additionally, the A120 crosses the district from east to west, connecting it to Braintree in the east and Stansted Airport and Bishops Stortford at Junction 8 of the M11 in the west of the district.
- 2.17 Since 2011, the population of Uttlesford has grown at a rate of 14.9%, which is faster than the average for England as a whole, which has grown by 6.6%. There are of course other council areas that have grown more than Uttlesford, including nearby Cambridge that has grown by 17.6% over the same period.
- 2.18 The age structure of Uttlesford shows the proportion of people aged 65 and over has increased by 36%, since 2011. In 2021, 20.2% of people in Uttlesford were aged 65 and over, compared to England's average of 18.6%. Uttlesford is a dispersed district, ranking as the sixth least densely populated area in the East of England and roughly equates to one person living on each football pitch-sized area of land. The population is distributed so that approximately 40% of people live in the three most populous settlements: Saffron Walden, Great Dunmow, and Stansted Mountfitchet. The remaining population resides in the surrounding rural hinterlands, comprised of numerous hamlets and villages of varying sizes.
- 2.19 Uttlesford is an affluent area, which is ranked the 8th least deprived local authority in England. The median house price for the district in 2022 was £459,000, which is 67% above the national average. House prices in Uttlesford have increased by 62% (from £176,000) over the last decade. This sharp increase in house prices, in line with the national trend, has worsened the ratio between house prices and full-time earnings in the district, as measure in terms of wages. This has meant that the median house price in Uttlesford has become 13.2 times higher than median full-time earnings.
- 2.20 The three key settlements provide the focal points for and main service centres to the surrounding rural Hinterlands.
- 2.21 Saffron Walden is in the north-west corner of the district and is the largest town in Uttlesford and forms the main administrative and commercial centre for the district. It has a population of 17,018, as of 2021, and is a good example of a preserved medieval market town with a wealth of listed buildings. The town forms a nucleated settlement, focused on a market square and common, which sits within a bowl on the rolling landscape of the river Cam. Saffron Walden is located next to Audley End Estate that makes up much of the land surrounding the town.

15 ONS (2019) Mapping income deprivation at a local authority level. Available online: <https://www.ons.gov.uk/releases/mappingincomedepriivationatalocalauthoritylevel2019> (Accessed 28.04.2023)

16 Jgconsulting (2023) Local Housing Needs Assessment uttlesfordreg18evidencebase.co.uk

17 Jgconsulting (2023) Local Housing Needs Assessment. uttlesfordreg18evidencebase.co.uk

- 2.22 Great Dunmow is the second largest settlement in Uttlesford, it is a market town and the focal point for the south-eastern part of the district. It is characterised by an historic settlement core centred on Parsonage Downs and the High Street. The town contains a variety of building styles and periods including 16th and 17th century housing, a former Guild Hall and numerous 19th century houses. It too has a large inventory of listed buildings. The town sits along the A120 corridor on the midpoint between Bishops Stortford and Braintree.
- 2.23 Stansted Mountfitchet is the third largest settlement in Uttlesford. It has an historic core and with the construction of the railway the village increased in size. The 20th and 21st centuries have seen considerable development south of the railway line, especially with the redeveloped Rochford nurseries. The village is located just north of Bishops Stortford and to the west of Stansted Airport, having extensive connections to the M11 and A120 transport corridors.

Key opportunities and challenges:

- providing sufficient housing including affordable housing for people to rent and to part-purchase through shared ownership schemes
- providing specialist housing and social care infrastructure to meet the needs of an ageing population to redress the balance of dwelling sizes by increasing the number of smaller properties in accordance with the latest evidence
- improving access to a greater range of sports and cultural facilities particularly for young people
- to ensure a balance of sustainable growth which protects countryside around the key settlements and the airport from encroachment by new development, and
- to develop and continue to sustain the creative and cultural economy in the district.

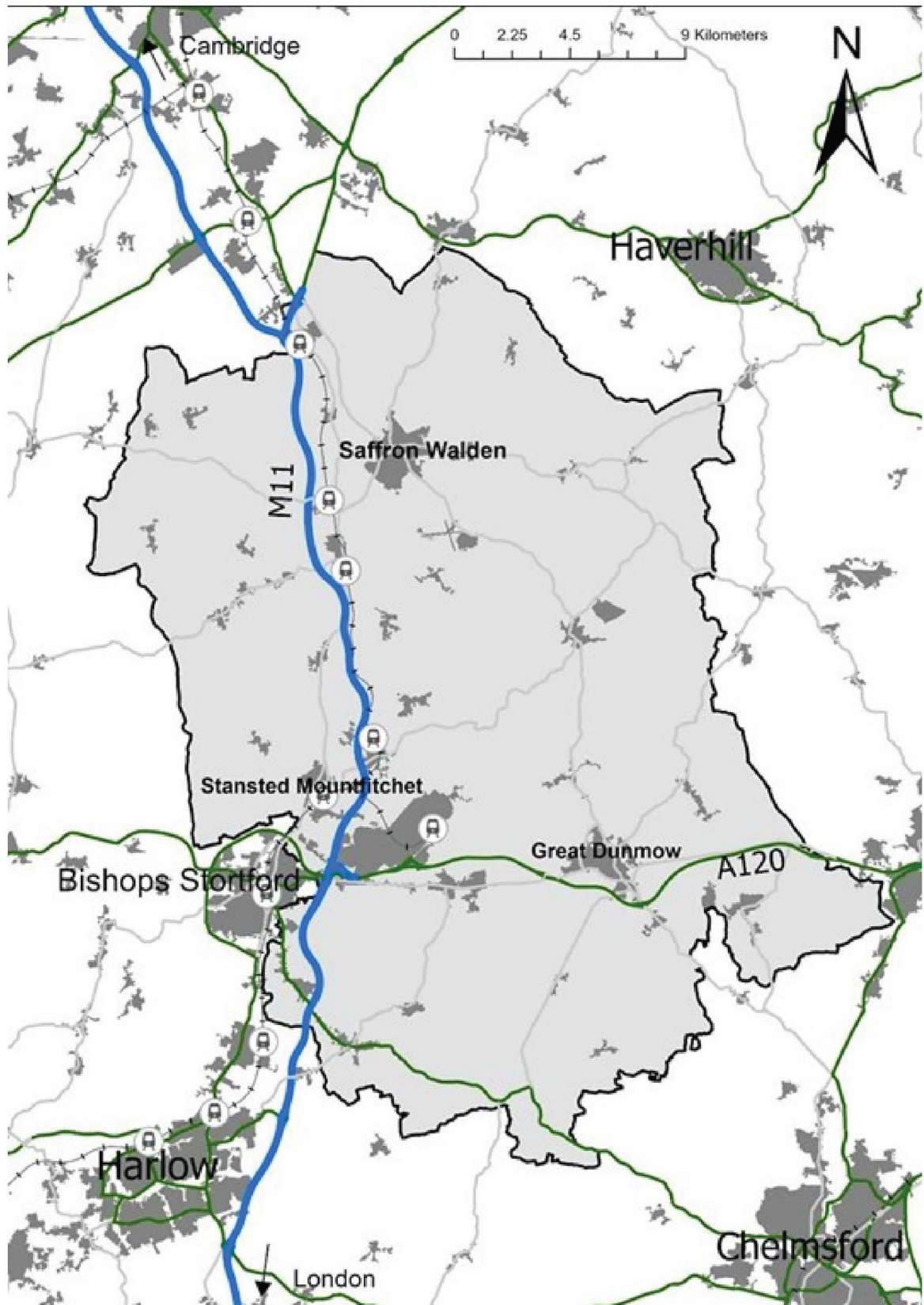


Fig. 2.1 Contextual Map of Uttlesford

Environment

- 2.24 Part of the district is located on a low ridge of chalk hills that run from the southwest to the northeast of the district through rolling countryside. This makes for a globally unique¹⁸ fluvial environment in the district of chalk streams, which are shown in **Figure 2.2**. There are two chalk streams in Uttlesford which are one of the rarest habitats globally, and around 85% of these are found in England. Currently, only a small section of the chalk streams in Uttlesford are designated as a conservation area, this being Debden Water SSSI.
- 2.25 Uttlesford also includes a range of important sites and habitats that help support biodiversity. They are recognised from a range of local and national designations. Examples of designated sites in Uttlesford include Sites of Special Scientific Interest (SSSI) and non-statutory protection through National Nature Reserves (NNR) and County Wildlife Sites (CWS). There are 14 nationally designated sites in the district, consisting of 12 SSSI's, 2 NNRs and 299 CWS's: set out in Table 2.1.

Table 2.1: Sites of Special Scientific Interest, National Nature Reserves and of Uttlesford

Sites of Special Scientific Interest	National Nature Reserve
Hales and Shadwell Woods	Hatfield Forest,
Debden Water	Hales Wood
High Wood	
Little Hallingbury Marsh	
Garnetts Wood / Barnston Lays	
Ashdon Meadows	
Hall's Quarry	
Nunn Wood	
Quendon Wood	
Elsenham Woods	
Hatfield Forest	
West Wood	

- 2.26 Hatfield Forest is located just south of Stansted Airport and it extends over 403ha of mixed deciduous woodland and parkland. It was notified as an SSSI in 1985, is the largest SSSI in Uttlesford and it is the only remaining example of an intact Royal Hunting Forest. The woodland extends just beyond the SSSI designation at 424ha. It is a truly unique landscape which is a mix of wood pasture, semi natural broadleaved woodland, scrub and plantation woodland¹⁹. The woodland is managed by the National Trust and is an important recreational resource in the district. It currently faces pressure from visitors, particularly in winter months where paths can be damaged contributing towards habitat loss²⁰.

18 Skykes, T., Gething, K. and Stubbington, R. (2022) Why does the protection of 'England's rainforest's matter so much? World Economic Forum. Available at: <https://www.weforum.org/agenda/2022/01/chalk-streams-England-rainforests-protection> (Accessed: 27.04.2023).

19 Clarke, A. (2015) Hatfield Forest 5 year conservation management plan.

20 Saunders et al (2018) Hatfield Forest Visitor Survey and Impact Management. Footprint Ecology. Available at: <https://www.harlow.gov.uk/sites/default/files/documents/EX0033%20-%20Hatfield%20Forest%20Visitor%20Survey%20and%20Impact%20Management%202018.pdf> (Accessed: 27.04.2023).

2.27 A climate and ecological emergency was declared in Uttlesford in 2019²¹. This committed us to achieving net zero by 2030 in the Council's operations and to protect and enhance our local biodiversity. Biodiversity focus and action in Uttlesford has mainly been confined to conservation areas, however there are examples of thriving biodiversity in other locations. The district's chalk streams are a growing area of biodiversity concern²².

Key opportunities and challenges:

- contributing to the Council's corporate declaration of the climate and biodiversity emergency using the planning process to apportion and distribute growth in the most sustainable locations that maximise opportunities for sustainable travel
- ensuring new buildings meet the highest fabric and energy efficient standards through stringent planning controls, monitoring and enforcement processes, which will also reduce fuel bills
- to develop a programme with The National Trust that preserves the value of Hatfield Forest and mitigates visitor pressure and impact, along with increasing access to other Green Infrastructure and accessible open spaces
- to create a country park in collaboration with enterprising landowners which could also function as a publicly owned habitat bank for biodiversity, nature recovery, public amenity, visitor facilities, and benefit from community governance. This would also help to mitigate the visitor pressures at Hatfield Forest, and
- protecting river corridors from inappropriate development and exploring opportunities for improving public access to these important corridors for health and recreational value.

21 Uttlesford District Council, Climate Crisis Strategy, 2019. Available at:
22 <https://www.utlesford.gov.uk/climate-crisis-strategy>

WWF (2014) The state of England's Chalk Streams. Available online:
http://assets.wwf.org.uk/downloads/wwf_chalkstreamreport_final_lr.pdf

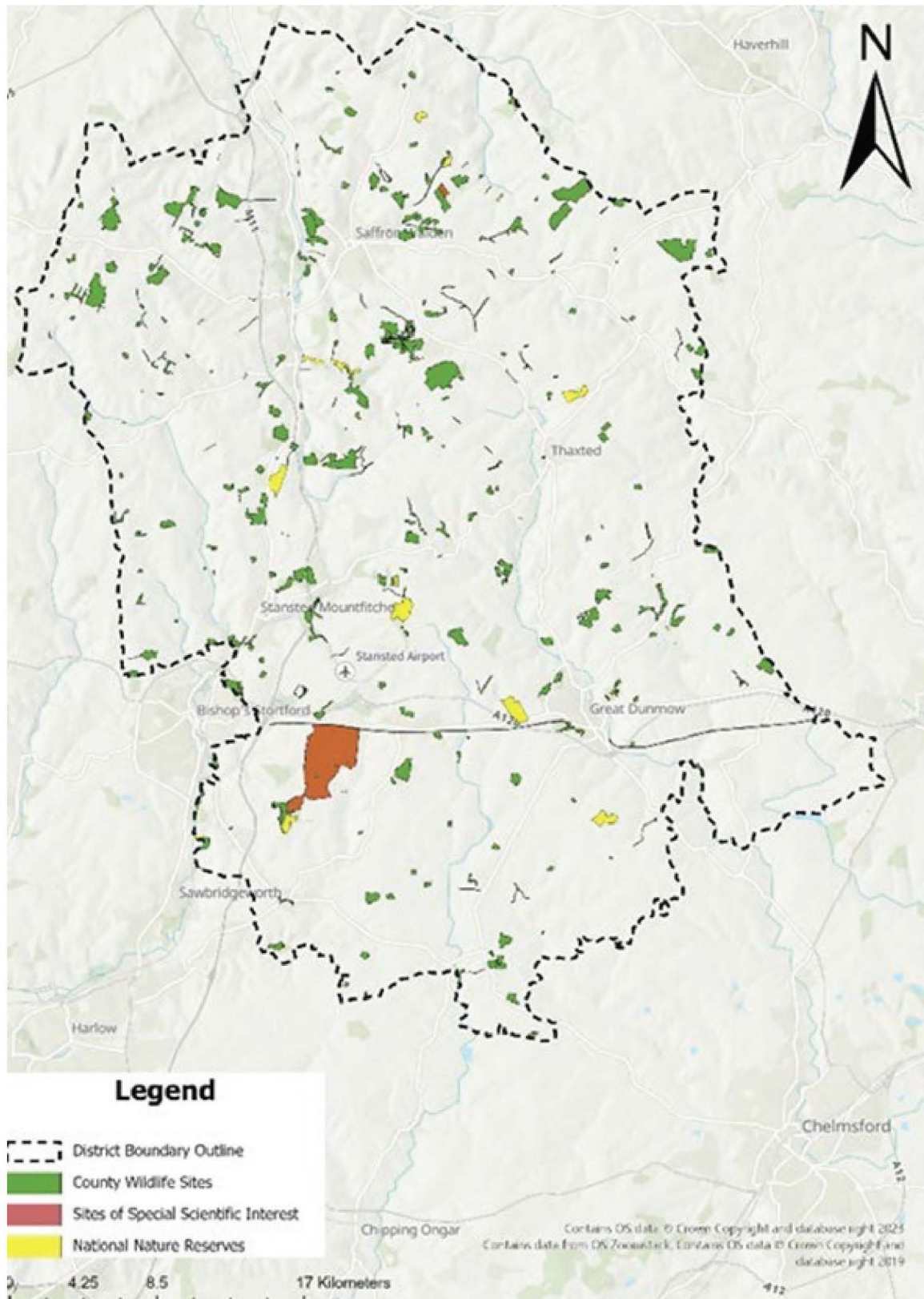


Fig. 2.2 Environmental context of Uttlesford

Economy

- 2.28 Uttlesford is a well-connected district, as explained elsewhere in this chapter, and this is a key factor in the areas business sectors. The largest economic drivers in the district are Stansted Airport and Chesterford Research Park, which are regionally and nationally significant.
- 2.29 The districts vibrant market towns, rural centres and the rural economy are also important to the area's economy, as centres for retail, heritage and culture, leisure and tourism and business. According to the Office for National Statistics (ONS) data (2021), Uttlesford has 63.2% of its population recorded as economically active. This means that Uttlesford has 45,738 employees, of which the largest sector is wholesale and retail (12.7%), followed by construction (11.1%). This is then followed by other sectors such as real estate, education, and scientific/technical activities.

London Stansted Airport

- 2.30 London Stansted Airport is the biggest single-site employer in the East of England and is currently the fourth busiest airport in the UK, providing over 12,000 jobs across over 200 companies and contributing £1 billion annually to the national economy. The airport offers some advanced manufacturing jobs and logistics/warehousing activities, as well as retail, hotel and other ancillary functions linked to a major airport. Since 2013, the Airport has been owned and operated by Manchester Airport Group (MAG).
- 2.31 Stansted Airport also contributes to education provision in the district with the opening of Stansted Airport College in 2019. The college is a partnership with Harlow College, and runs courses in aviation and business services, engineering and aircraft maintenance, hospitality, retail, and events management. The college offers opportunities for people to improve their career prospects and access jobs at the airport.
- 2.32 The Airport gained permission to grow its capacity to 43 million passengers per annum along with associated improvements to the road infrastructure and sustainable transport obligations. The significance of its role in the district will continue to grow. The growth in employment opportunities at the airport will have implications for traffic movements. The Local Plan will take this into consideration, alongside the impact in the surrounding countryside and work with the airport to ensure that economic and employment benefits are accessible to all communities across the district. The airport is a multi-modal transport hub and improving access to the airport interchange, particularly for cyclists, walkers and public transport users should be a priority to be explored further.

Chesterford Research Park

- 2.33 This is a research park located in the north of the district that forms part of the high skilled – Cambridge 'phenomenon' that relates to the high-skilled/ technical sector linked to Cambridge and its university. It is made up of 250 acres of parkland that contains facilities for various biotechnical, pharmaceutical, and technical R&D companies of many sizes. The park builds on 60 years of research and is a significant contributor to the high skilled economy in Uttlesford. The park provides around 32,000 m² of commercial floorspace and in 2021 there are 26 existing tenants. The site is owned by Aspire (a wholly owned subsidiary of the Council) and Aviva Investments with development managed by Church Manor Estates PLC.

Key opportunities and challenges:

- accommodating large scale and regionally/nationally important employment areas at Stansted Airport and the Great Chesterford Research Park whilst reducing impact on the local transport network and ensuring good access to jobs for Uttlesford residents, and
- to work with the Skills College at the Airport, and elsewhere, to ensure every opportunity for local people to train and retrain for the range of job opportunities that will increasingly become available with airport and associated spin-off expansion.

Transport and Infrastructure (including Health and Education)

- 2.34 The district is a key transport focal point between London and Cambridge with ease of access to both cities. Its location on this important innovation corridor makes it one of the fastest growing areas in the UK. In the west of the district, the M11 motorway runs from north to south while the A120 dual-carriageway runs east to west across the south of the district. The transport network provides connections between the key settlements in Uttlesford with the villages and hamlets, albeit many of these are via minor roads.
- 2.35 In Uttlesford, there are many transport issues identified with noticeable congestion hotspots across the district, particularly including Junction 8 on the M11, where work is currently under way to increase the capacity of this junction, with works scheduled for completion in November 2023. There are also challenges associated with the A120 and there is an Air Quality Management Area (AQMA) in Saffron Walden, although it is understood this no longer meets the criteria to be designed and is expected to be removed in due course.
- 2.36 In Uttlesford there is a single rail line that serves Uttlesford from north to south. This line connects between London and Cambridge and to/ from Stansted Airport. Within the district there are stations at Stansted Mountfitchet, Elsenham, Newport, Audley End (Wendens Ambo) and Great Chesterford, with a branch line that serves Stansted Airport.
- 2.37 Car ownership in the district is very high with 38.0% of the district owning two or more cars, which is higher than the average for England of 26.1%. This is the highest car ownership in Essex which in some places can be a necessity due to the nature of the public transportation network in Uttlesford. Common with many other parts of the Country, transport is the key carbon emitter in the district, therefore a reduction in vehicle usage would help make a strong contribution to the challenges associated with climate change.
- 2.38 The health of people in the district is generally better than the average for England. In 2021, 86.7% of residents described their health as very good or good, which compares favourably to the figure for England of 82.2%. In 2019 Public Health England conducted a report into the health profile of Uttlesford.
- 2.39 At the time of the 2021 census, 13.8% of residents had no formal qualifications, which also compares favourably with the average for England of 18.1%. Uttlesford residents also achieved higher than average higher education qualifications with 36.6% of Uttlesford achieving this; the average for England is 33.9%. As of 2023 there are 4 state secondary schools and 38 state primary schools located widely through the district²³.

23 Snobe (2023) Find All Schools in Uttlesford. Available online :[Best Schools in Uttlesford \(2023\)](https://www.snobe.co.uk/best-schools-in-uttlesford-2023) ([snobe.co.uk](https://www.snobe.co.uk)).

Key opportunities and challenges:

- contribute towards reducing car and vehicle dependency and maximise opportunities for sustainable modes of travel
- helping to ensuring that congestion is addressed, particularly at Junction 8 of the M11 and on the A120, by National Highways as the principal agency in collaboration with other stakeholders to reduce impact on Uttlesford's road network and in a timely manner to accommodate the predicted growth associated with the airport, district and wider region
- to exploit, through encouraging sustainable business development and expansion, the locational advantages afforded by the railway line links between London, Cambridge, and the Midlands, M11, links to the coastal ports and airport to promote and develop active travel initiatives and ensure that cycling and walking infrastructure is provided and/ or improved
- addressing the needs for community infrastructure and services amongst rural settlements with dispersed catchment populations whilst aiming to maintain the viability and vitality of services in our villages and hamlets
- to locate a new secondary school in an appropriate location that minimises students' need for travel and meet the capacity arising existing and new developments
- ensuring a sufficient supply of childcare and early learning opportunities in accordance with new growth patterns, and
- balancing health facility and service provision with new growth patterns

Heritage

- 2.40 Uttlesford is fortunate to benefit from a rich heritage, that is diverse and spans several periods of history. The district contains over 3700 listed buildings (around a third of those in Essex) and various other heritage assets. It also contains a great number of medieval buildings and churches including St Mary's Church in Saffron Walden and Thaxted Guildhall. The listed buildings include a range of houses, churches, schools, shops, castles, archaeological sites, and walls and the oldest continually occupied dwelling in Essex. In addition to this there are many non-listed buildings and structures that are locally significant and contribute to the extensive built heritage in Uttlesford.
- 2.41 In Uttlesford there are 38 Conservation Areas, these consist of many village and market town centres in the district which contain a diverse array of listed buildings which contribute to the built heritage of Uttlesford. An example of a large Conservation Area is in Great Dunmow where much of the high street is designated because of its rich heritage.
- 2.42 Uttlesford boasts a rich collection of heritage assets that reflect its historical roots. These assets include a diverse collection of architectural and natural treasures. An example of this is Audley End Estate, located on the outskirts of Saffron Walden. It is a grand Jacobean house with extensive gardens surrounding it. Other assets of note are Thaxted parish church which dominates the skyline of the settlement being built in the 12th century. The heritage of Uttlesford extends into nature with Hatfield Forest being the finest preserved royal hunting forests in England.

Key opportunities and challenges:

- the form, materials, layouts and streets associated with historic buildings can influence locally distinctive contemporary architecture e.g. The Avenue in Saffron Walden
- finding opportunities for new development to help the viability of existing mixed- use buildings and enabling effective re-use, and
- incorporating historic buildings/monuments into new places/open spaces to enable them to be understood and enjoyed, including becoming centerpieces/way-markers in new development.

Cross Border Relationships

- 2.43 The district works closely in partnership with Essex County Council and is surrounded by the local authorities of East Herts, Epping Forest, Chelmsford, Braintree, and South Cambridgeshire. The closest towns beyond the district are Bishops Stortford and Braintree which both lie close to the district's southern boundaries, whilst Cambridge, Chelmsford and Harlow are also accessible and provide a greater range of facilities and services. Further afield is London with good transport links to the district by both road and rail. The southwest of the district includes the outer edge of the Metropolitan Green Belt around Bishops Stortford, Hatfield Heath, Little Hallingbury and Stansted Mountfitchet.
- 2.44 The Localism Act 2011 sets out the 'duty to co-operate' which applies to all local planning authorities in England. The duty requires that councils set out planning policies to address strategic issues and that councils and public bodies “engage constructively, actively and on an ongoing basis” to develop strategic policies including consideration of joint approaches to plan making.
- 2.45 The Council has constructive processes in place to ensure that we co-operate with organisations and neighbouring authorities on strategic planning matters. This collaborative process provides a strong basis to develop effective working arrangements to help prepare a sound plan and to assist in aspects of its delivery. Joint working helps to determine where additional infrastructure is necessary, and whether development needs can be met wholly within a particular plan area or should be met elsewhere.