

# Uttlesford District Council Habitats Regulations Assessment

Uttlesford District Council

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## Quality information

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# 1. Introduction

## Background to the Project

- 1.1 AECOM was appointed by Uttlesford District Council to assist the Council in undertaking a Habitats Regulations Assessment (HRA) of its Regulation 19 Pre-Submission Local Plan (hereafter referred to as the 'Plan'). The objective of this assessment was to identify any aspects of the Plan that would cause an adverse effect on the integrity of Natura 2000 sites, otherwise known as European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and, as a matter of Government policy, Ramsar sites), either in isolation or in combination with other plans and projects, and to advise on appropriate policy mechanisms for delivering mitigation where such effects were identified.
- 1.2 The Plan has been based on an assessment of housing need conducted across the East Herts and West Essex Strategic Housing Market Area (HMA). The HMA covers Epping Forest District Council, Harlow Council, East Herts District Council and Uttlesford District Council. The HMA developed a series of different Options for quanta and distribution of housing in each of the Authority boundaries, focusing on growth within the HMA area. To underpin this, traffic modelling and an air quality impact assessment regarding impacts on Epping Forest SAC were undertaken for each of the Options. Data from that analysis is used to inform this HRA.

## Legislation

- 1.3 The need for Appropriate Assessment is set out within Article 6 of the EC Habitats Directive 1992, and transposed into UK law by the Conservation of Habitats and Species Regulations 2017. The ultimate aim of the Directive is to "*maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest*" (Habitats Directive, Article 2(2)). This aim relates to habitats and species rather than the European sites themselves, although the sites have a significant role in delivering favourable conservation status.
- 1.4 The Habitats Directive applies the precautionary principle<sup>1</sup> to European sites. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. Plans and projects with predicted adverse impacts on European sites may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.
- 1.5 In order to ascertain whether or not site integrity will be affected, an Appropriate Assessment should be undertaken of the plan or project in question. Figure 1 provides the legislative basis for an Appropriate Assessment.

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<sup>1</sup> The Precautionary Principle, which is referenced in Article 191 of the Treaty on the Functioning of the European Union, has been defined by the United Nations Educational, Scientific and Cultural Organisation (UNESCO, 2005) as: "*When human activities may lead to morally unacceptable harm [to the environment] that is scientifically plausible but uncertain, actions shall be taken to avoid or diminish that harm. The judgement of plausibility should be grounded in scientific analysis*".

### **Habitats Directive 1992**

Article 6 (3) states that:

*“Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.”*

### **Conservation of Habitats and Species Regulations 2017**

Regulation 63 states that:

*“A competent authority, before deciding to ... give any consent for a plan or project which is likely to have a significant effect on a European site ... must make an appropriate assessment of the implications for the plan or project in view of that site’s conservation objectives... The competent authority may agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site.”*

**Figure 1: The legislative basis for Appropriate Assessment**

- 1.6 Over time the phrase ‘Habitats Regulations Assessment’ (HRA) has come into wide currency to describe the overall process set out in the Habitats Directive from screening through to Imperative Reasons of Overriding Public Interest (IROPI). This has arisen in order to distinguish the process from the individual stage described in the law as an ‘appropriate assessment’. Throughout this report the term Habitat Regulations Assessment is used to describe the overall process, whilst use of the term Appropriate Assessment is restricted to the specific stage of that name.

## **Scope of the Project**

- 1.7 There is no pre-defined guidance that dictates the physical scope of an HRA of a Plan document. Therefore, in considering the physical scope of the assessment, we were guided primarily by the identified impact pathways (called the source-pathway-receptor model) rather than by arbitrary ‘zones’. Current guidance suggests that the following European sites should be included in the scope of assessment:
- All sites within the Uttlesford District boundary; and
  - Other sites shown to be linked to development within the District boundary through a known ‘pathway’ (discussed below).
- 1.8 Briefly defined, pathways are routes by which a change in activity provided within a Plan document can lead to an effect upon a European designated site. An example of this could be new residential development potentially resulting in an increased population<sup>2</sup> and increased recreational pressure, which could then affect sensitive European sites through, for example, disturbance of wintering or breeding birds. Guidance from the former Department of Communities and Local Government (DCLG) states that the HRA should be ‘*proportionate to the geographical scope of the [plan policy]*’ and that ‘*an AA need not be done in any more detail, or using more resources, than is useful for its purpose*’ (DCLG, 2006, p.6). More recently, the Court of Appeal<sup>3</sup> ruled that providing the Council (competent authority) was duly satisfied that proposed mitigation could be ‘*achieved in practice*’ to satisfy that the proposed development would have no adverse effect, then this would suffice. This ruling has since been applied to a planning permission (rather than a Core Strategy document). In this case the High Court ruled that for ‘*a multistage process, so long as there is sufficient information at any particular stage to enable the authority to be satisfied that the proposed mitigation can be achieved in practice it is not necessary for all matters concerning mitigation to be fully resolved before a decision maker is able to conclude that a development will satisfy the requirements of Reg 61 of the Habitats Regulations*’.

<sup>2</sup> This is often taken in its worst case sense (i.e. new residential development will result in an increase in recreational pressure). This assumes that all net new housing will result in an increased population moving into an area, rather than existing residents remaining within the vicinity (for example young people in shared homes, moving to their own properties within the same vicinity).

<sup>3</sup> No Adastral New Town Ltd (NANT) v Suffolk Coastal District Council Court of Appeal, 17<sup>th</sup> February 2015.

- 1.9 No European sites within Uttlesford District have been identified. Seven European sites lie outside of the District within a potential 'zone of influence'. These are:
- Epping Forest SAC;
  - Lee Valley SPA and Ramsar site;
  - Wormley-Hoddesdonpark Woods SAC;
  - Blackwater Estuary SPA and Ramsar site; and
  - Essex Estuaries SAC.
- 1.10 The locations of these European sites are illustrated in Appendix A, Figure A1.
- 1.11 In 2017, HRA was undertaken of the Regulation 18 local Plan<sup>4</sup>. This assessment enabled Lee Valley SPA and Ramsar site, Wormley-Hoddesdonpark Woods SAC, Blackwater Estuary SPA and Ramsar site and Essex Estuaries SAC to be screened out from having a realistic impact pathway linking to the Uttlesford Plan. Impact pathways linking to Epping Forest SAC had the potential to affect the integrity of the European site and could not be dismissed. As such, Epping Forest SAC requires further consideration because there is potential for impacts stemming from the Plan to affect the integrity of the European site in combination with other HMA authorities, even though the site lies outside the authority boundary.
- 1.12 The reasons for the designation of Epping Forest SAC, together with the current pressures and trends on the site and conservation objectives, are presented in Appendix B.
- 1.13 In order to fully inform the HRA process, recent studies have been consulted to determine potential effects that could arise from the Plan. These include:
- Local Plans/Core Strategies (and HRAs) of neighbouring authorities including: Harlow, Epping Forest District, East Herts District, South Cambridgeshire District, North Herts District, Chelmsford Borough, and Braintree District;
  - Recreational activity, tourism and European site recreational catchment data;
  - Ongoing traffic modelling and air quality modelling for the HMA;
  - The UK Air Pollution Information System ([www.apis.ac.uk](http://www.apis.ac.uk)); and
  - Multi Agency Geographic Information for the Countryside (MAGIC) and its links to SSSI citations and the JNCC website ([www.magic.gov.uk](http://www.magic.gov.uk)).

## This Report

- 1.14 Chapter 2 of this report explains the process by which the HRA has been carried out. Chapter 3 explores the relevant pathways of impact. Chapter 4 contains the Likely Significant Effects test of Plan Policies and Site Allocations to determine which present potential scope for impacts on European sites (Epping Forest SAC). Chapters 5 and 6 provide Appropriate Assessment in relation to the impact pathways recreational pressure and air quality respectively. Chapters 5 and 6 also include any recommendations made to ensure the Plan does not affect the integrity of Epping Forest SAC. Key findings and recommendations are summarised in Chapter 7. Additional screening and (where necessary) Appropriate Assessment of the focused changes subsequently detailed in the Uttlesford Local Plan Addendum of Focussed Changes, October 2018 is provided in Chapter 8.

<sup>4</sup> <https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6970&p=0> [accessed 01/06/2018].

## 2. Methodology

### Introduction

- 2.1 The HRA has been carried out in the continuing absence of formal central Government guidance, although general EC guidance on HRA does exist. The DCLG released a consultation paper on the Appropriate Assessment of Plans in 2006. As yet, no further formal guidance has emerged. However, Natural England has produced its own internal guidance, as has the RSPB. Both of these have been referred to alongside the guidance outlined in Subsection 1.3 in undertaking this HRA.
- 2.2 Plate 2 below outlines the stages of HRA according to current draft DCLG guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations and any relevant changes to the Plan until no significant adverse effects remain.

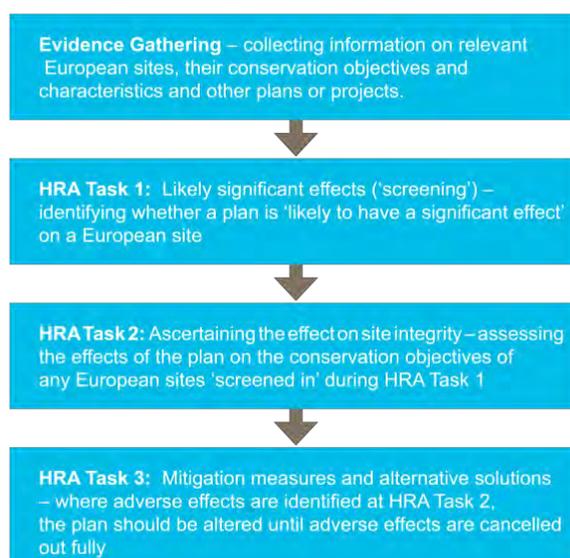


Plate 2. Four Stage Approach to Habitats Regulations Assessment (Source: EC, 2001)<sup>5</sup>

### Description of HRA Tasks

#### HRA Task 1 – Likely Significant Effects (LSE)

- 2.3 Following evidence gathering, the first stage of any Habitats Regulations Assessment is a Likely Significant Effect (LSE) test. This is essentially a risk assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The key question is:

*"Is the project, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"*

- 2.4 The objective is to 'screen out' those plans and projects that can, without any detailed appraisal, be said to be unlikely to result in significant adverse effects upon European sites, usually because there is no mechanism for an adverse interaction with European sites.
- 2.5 Task 1, the Likely Significant Effects test stage, is undertaken in Chapter 4 of this report.

<sup>5</sup> European Commission. (2001) Assessment of plans and projects significantly affecting Natura 2000 Sites: Methodological Guidance on the Provisions of Article 6(3) and 6(4) of the Habitats Directive.

## HRA Task 2 – Appropriate Assessment (AA)

- 2.6 Where it is determined that a conclusion of ‘no likely significant effect’ cannot be drawn, the analysis has proceeded to the next stage of HRA, known as Appropriate Assessment. Case law has clarified that ‘appropriate assessment’ is not a technical term. In other words, there are no particular technical analyses, or level of technical analysis, that are classified by law as belonging to Appropriate Assessment.
- 2.7 There has been a recent decision by the European Court of Justice<sup>6</sup> (ECJ), which concludes that measures intended to avoid or reduce the harmful effects of a proposed project on a European site, but which are not an integral part of the project or plan, may no longer be taken into account by competent authorities at the Likely Significant Effects or ‘screening’ stage of HRA. This contradicts many years of UK court rulings that concluded mitigation *could* be taken into account at ‘screening’. The implications of the ECJ ruling are structural and semantic rather than substantive, essentially meaning that the role of avoidance and measures should be discussed in the subsequent ‘appropriate assessment’ stage instead.
- 2.8 To support the development of the HMA authorities’ Plan documents, visitor surveys have been undertaken of Epping Forest SAC to determine a core recreational catchment. In addition, traffic and air quality modelling was undertaken on behalf of the HMA authorities to determine potential effects of the HMA Plans and to inform the need for avoidance and mitigation measures. It should be noted that at the time of writing (October 2018) the HMA traffic modelling is being updated. The Appropriate Assessment chapters (Chapters 5 and 6) use both the visitor survey data and transport modelling currently available as key evidence from which to draw conclusions.

## HRA Task 3 – Avoidance and Mitigation

- 2.9 Where necessary, measures will be recommended for incorporation into the Plan in order to avoid or mitigate adverse effects on European sites. There is considerable precedent concerning the level of detail that a Local Plan document needs to contain regarding mitigation for recreational impacts on European sites. The implication of this precedent is that it is not necessary for all measures that will be deployed to be fully developed prior to adoption of the Plan, but the Plan must provide an adequate policy framework within which these measures can be delivered.
- 2.10 When evaluating significance, AECOM has relied on professional judgement as well as the results of previous stakeholder consultation regarding development impacts on the European sites considered within this assessment.
- 2.11 When discussing ‘mitigation’ for a Local Plan document, one is concerned primarily with the policy framework to enable the delivery of such mitigation rather than the details of the mitigation measures themselves since the Local Plan document is a high-level policy document.

## Principal Other Plans and Projects that May Act ‘In Combination’

- 2.12 In practice, in combination assessment is of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential. For the purposes of this assessment, we have determined that, due to the nature of the identified impacts, the key other plans and projects relate to the additional housing and commercial/industrial allocations proposed for other relevant Cambridgeshire, Essex and Herts authorities over the lifetime of the Plan, particularly the HMA authorities of Epping Forest District, Harlow and East Herts District.

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<sup>6</sup> People Over Wind and Sweetman v Coillte Teoranta (C-323/17).

**Table 1. Housing levels to be delivered within neighbouring authorities and those members of the HMA, provided for context**

Local Authority	Total housing provided
North Herts	15,950 <sup>7</sup> (2011-2031)
East Herts (HMA authority) <sup>8</sup>	16,390 <sup>9</sup> (2011 - 2033)
Epping Forest (HMA authority)	11,400 <sup>10</sup> (2011 – 2033)
Harlow (HMA authority)	9,200 <sup>11</sup> (2011 – 2033)
South Cambridgeshire	19,000 <sup>12</sup> (2011 – 2031)
Chelmsford	18,515 <sup>13</sup> (2013 - 2036)
Braintree	14,320 <sup>14</sup> (2013 – 2033)

- 2.13 The Minerals and Waste Development Frameworks for Herts, Essex, London and Cambridgeshire are also of some relevance, since these may well contribute to increased vehicle movement on the road network within Uttlesford (and thereby contribute to air quality impacts). The Herts, Essex and Cambridgeshire Local Transport Plans to 2031 will also be important in determining vehicle movements on the highways network in the short term. However, the major impact is likely to be that of housing and commercial development within the surrounding districts, as set out in Local Development Frameworks. These have therefore been the main focus of cumulative 'in combination' effects with regard to this HRA. In this context, we have also consulted the London Plan (Consolidated with Alterations 2016).
- 2.14 In relation to recreational activity, Epping Forest Management Plan and visitor surveys have been consulted.

<sup>7</sup> North Herts Local Plan: Partial Update September 2017.

<sup>8</sup> The three HMA authorities (East Herts District, Epping Forest District and Harlow) with Uttlesford are working together as part of a Strategic Housing Market Area (HMA). Where impacts in combination such as air quality impacts are considered, these assessments will be based in the level of development provided within the HMA.

<sup>9</sup> <https://www.eastherts.gov.uk/districtplan> [accessed 01/06/2018].

<sup>10</sup> <http://www.efdclocalplan.org/wp-content/uploads/2018/03/EB114-Epping-Forest-District-Local-Plan-Submission-Version-2017.pdf> [accessed 01/06/2018].

<sup>11</sup> <http://www.harlow.gov.uk/sites/harlow-cms/files/files/documents/files/Harlow%20Pre-Submission%20Publication%20Local%20Plan.pdf> [accessed 01/06/2018].

<sup>12</sup> <https://scams.jdi-consult.net/localplan/readdoc.php?docid=224> [accessed 01/06/2018].

<sup>13</sup> <https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=1150502> [accessed 12/06/2018].

<sup>14</sup> [http://braintree-consult.limehouse.co.uk/portal/newlocalplan/publication\\_draft\\_local\\_plan\\_-\\_section\\_1?pointId=s1494928706090](http://braintree-consult.limehouse.co.uk/portal/newlocalplan/publication_draft_local_plan_-_section_1?pointId=s1494928706090) [accessed 01/06/2018].

## 3. Pathways of Impact

### Introduction

- 3.1 In carrying out an HRA it is important to determine the various ways in which land use plans can impact on internationally designated sites by following the pathways along which development can be connected to European sites, in some cases many kilometres distant. Briefly defined, pathways are routes by which a change in activity associated with a development can lead to an effect upon an internationally designated site. As previously mentioned, HRA of the Regulation 18 Plan<sup>15</sup> enabled impact pathways to all European sites except Epping Forest SAC to be screened out. As such, it is only the following impact pathways on Epping Forest SAC that are considered within this document.
- 3.2 Impact pathways for consideration are:
- Disturbance from recreational activities; and
  - Atmospheric pollution.

### Disturbance from Recreational Activities and Urbanisation

- 3.3 Recreational use of a European site has the potential to:
- Cause damage through mechanical/ abrasive damage and nutrient enrichment;
  - Cause disturbance to sensitive species, particularly ground-nesting birds and wintering wildfowl; and
  - Prevent appropriate management or exacerbate existing management difficulties.
- 3.4 Different types of internationally designated sites are subject to different types of recreational pressures and have different vulnerabilities. Studies across a range of species have shown that the effects of recreation can be complex.

### Mechanical/abrasive Damage and Nutrient Enrichment

- 3.5 Most types of terrestrial European sites can be affected by trampling, which in turn causes soil compaction and erosion. Walkers with dogs contribute to pressure on sites through nutrient enrichment via dog fouling and also have potential to cause greater disturbance to fauna as dogs are less likely to keep to marked footpaths and move more erratically. Motorcycle scrambling and off-road vehicle use can cause serious erosion, as well as disturbance to sensitive species.
- 3.6 There have been several papers published that empirically demonstrate that damage to vegetation in woodlands and other habitats can be caused by vehicles, walkers, horses and cyclists:
- Wilson & Seney (1994)<sup>16</sup> examined the degree of track erosion caused by hikers, motorcycles, horses and cyclists from 108 plots along tracks in the Gallatin National Forest, Montana. Although the results proved difficult to interpret, it was concluded that horses and hikers disturbed more sediment on wet tracks, and therefore caused more erosion, than motorcycles and bicycles.

<sup>15</sup> <https://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6970&p=0> [accessed 01/06/2018].

<sup>16</sup> Wilson, J.P. & Seney, J.P. (1994) Erosional impact of hikers, horses, motorcycles and off road bicycles on mountain trails in Montana. *Mountain Research and Development* 14:77-88.

- Cole *et al.* (1995a, b)<sup>17</sup> conducted experimental off-track trampling in 18 closed forest, dwarf scrub and meadow and grassland communities (each trampled between 0 – 500 times) over five mountain regions in the US. Vegetation cover was assessed two weeks and one year after trampling, and an inverse relationship with trampling intensity was discovered, although this relationship was weaker after one year than two weeks, indicating some recovery of the vegetation. Differences in plant morphological characteristics were found to explain more variation in response between different vegetation types than soil and topographic factors. Low-growing, mat-forming grasses regained their cover best after two weeks and were considered most resistant to trampling, while tall forbs (non-woody vascular plants other than grasses, sedges, rushes and ferns) were considered least resistant. Cover of hemicryptophytes and geophytes (plants with buds below the soil surface) was heavily reduced after two weeks, but had recovered well after one year and as such these were considered most resilient to trampling. Chamaephytes (plants with buds above the soil surface) were least resilient to trampling. It was concluded that these would be the least tolerant of a regular cycle of disturbance.
  - Cole (1995c)<sup>18</sup> conducted a follow-up study (in four vegetation types) in which shoe type (trainers or walking boots) and trampler weight were varied. Although immediate damage was greater with walking boots, there was no significant difference after one year. Heavier trampers caused a greater reduction in vegetation height than lighter trampers, but there was no difference in effect on cover.
  - Cole & Spildie (1998)<sup>19</sup> experimentally compared the effects of off-track trampling by hiker and horse (at two intensities – 25 and 150 passes) in two woodland vegetation types (one with an erect forb understorey and one with a low shrub understorey). Horse traffic was found to cause the largest reduction in vegetation cover. The forb-dominated vegetation suffered greatest disturbance, but recovered rapidly. Higher trampling intensities caused more disturbance.
- 3.7 The total volume of dog faeces deposited on sites can be surprisingly large. For example, at Burnham Beeches National Nature Reserve over one year, Barnard<sup>20</sup> estimated the total amounts of urine and faeces from dogs as 30,000 litres and 60 tonnes respectively. The specific impact on Epping Forest has not been quantified from local studies; however, the fact that habitats for which the SAC is designated already appear to be subject to excessive nitrogen deposition suggests that any additional source of nutrient enrichment (including uncollected dog faeces) will make a cumulative contribution to overall enrichment. Any such contribution must then be considered within the context of other recreational sources of impact on sites.

## Disturbance

- 3.8 Concern regarding the effects of disturbance on birds stems from the fact that they are expending energy unnecessarily and the time they spend responding to disturbance is time that is not spent feeding<sup>21</sup>. Disturbance therefore risks increasing energetic output while reducing energetic input, which can adversely affect the 'condition' and ultimately the survival of the birds. In addition, displacement of birds from one feeding site to others can increase the pressure on the resources available within the remaining sites, as they have to sustain a greater number of birds<sup>22</sup>.
- 3.9 The potential for disturbance may be less in winter than in summer, in that there are often a smaller number of recreational users. In addition, the consequences of disturbance at a population level may be reduced because birds are not breeding. However, winter activity can still cause important disturbance, especially as birds are particularly vulnerable at this time of year due to food shortages, such that disturbance which results in abandonment of suitable feeding areas through disturbance can have severe consequences. Several empirical studies have, through correlative analysis, demonstrated that out-of-season (October-March) recreational activity can result in quantifiable disturbance:

<sup>17</sup> Cole, D.N. (1995a) Experimental trampling of vegetation. I. Relationship between trampling intensity and vegetation response. *Journal of Applied Ecology* 32: 203-214.

<sup>18</sup> Cole, D.N. (1995c) Recreational trampling experiments: effects of trampler weight and shoe type. Research Note INT-RN-425. U.S. Forest Service, Intermountain Research Station, Utah.

<sup>19</sup> Cole, D.N. & Spildie, D.R. (1998) Hiker, horse and llama trampling effects on native vegetation in Montana, USA. *Journal of Environmental Management* 53: 61-71.

<sup>20</sup> Barnard, A. (2003) Getting the Facts - Dog Walking and Visitor Number Surveys at Burnham Beeches and their Implications for the Management Process. *Countryside Recreation*, 11, 16 – 19.

<sup>21</sup> Riddington, R, Hassall, M., Lane, S. J., Turner, P. A., & Walters, R. (1996) The impact of disturbance on the behaviour and energy budgets of Brent geese. *Bird Study* 43:269-279.

<sup>22</sup> Gill, J.A., Sutherland, W.J. & Norris, K. (1998) The consequences of human disturbance for estuarine birds. *RSPB Conservation Review* 12: 67-72.

- Underhill *et al.* (1993)<sup>23</sup> counted waterfowl and all disturbance events on 54 water bodies within the South West London Waterbodies SPA and clearly correlated disturbance with a decrease in bird numbers at weekends in smaller sites and with the movement of birds within larger sites from more disturbed to less disturbed areas.
  - Evans & Warrington (1997)<sup>24</sup> found that on Sundays total water bird numbers (including shoveler and gadwall) were 19% higher on Stocker's Lake LNR in Herts, and attributed this to displacement of birds resulting from greater recreational activity on surrounding water bodies at weekends relative to week days.
  - Tuite *et al.* (1984)<sup>25</sup> used a large (379 site), long-term (10 year) dataset (September – March species counts) to correlate seasonal changes in wildfowl abundance with the presence of various recreational activities. They found that on inland water bodies shoveler was one of the most sensitive species to disturbance. The greatest impact on winter wildfowl numbers was associated with sailing/windsurfing and rowing.
  - Pease *et al.* (2005)<sup>26</sup> investigated the responses of seven species of dabbling ducks to a range of potential causes of disturbance, ranging from pedestrians to vehicle movements. They determined that walking and biking created greater disturbance than vehicles and that gadwall were among the most sensitive of the species studied.
  - In a three-year study of wetland birds at Stour and Orwell SPA, Ravenscroft (2005)<sup>27</sup> found that walkers, boats and dogs were the most regular source of disturbance. Despite this, the greatest responses came from relatively infrequent events such as gun shots and aircraft noise. Birds seemed to habituate to frequent 'benign' events such as vehicles, sailing and horses, but there was evidence that apparent habituation to more disruptive events related to reduced bird numbers – i.e. birds were avoiding the most frequently disturbed areas. Disturbance was greatest at high tide and on the Orwell, but birds on the Stour showed the greatest sensitivity.
- 3.10 Studies have shown that birds are affected more by dogs and people with dogs than by people alone, with birds flushing more readily, more frequently, at greater distances and for longer. In addition, dogs, rather than people, tend to be the cause of many management difficulties, notably by worrying grazing animals, and can cause eutrophication near paths. Nutrient-poor habitats such as heathland are particularly sensitive to the fertilising effect of inputs of phosphates, nitrogen and potassium from dog faeces<sup>28</sup>.
- 3.11 Underhill-Day (2005)<sup>29</sup> summarises the results of visitor studies that have collected data on the use of semi-natural habitat by dogs. In surveys where 100 observations or more were reported, the mean percentage of visitors who were accompanied by dogs was 54.0%.
- 3.12 However the outcomes of many of these studies need to be treated with care. For instance, the effect of disturbance is not necessarily correlated with the impact of disturbance, i.e. the most easily disturbed species are not necessarily those that will suffer the greatest impacts. It has been shown that, in some cases, the most easily disturbed birds simply move to other feeding sites, whilst others may remain (possibly due to an absence of alternative sites) and thus suffer greater impacts on their population<sup>30</sup>. A literature review undertaken for the RSPB<sup>31</sup> also urges caution when extrapolating the results of one disturbance study because responses differ between species and the response of one species may differ according to local environmental conditions. These facts have to be taken into account when attempting to predict the impacts of future recreational pressure on internationally designated sites.

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<sup>23</sup> Underhill, M. C., Kirby, J. S., Bell, M. C. & Robinthwaite, J. (1993) Use of Waterbodies in South West London by Waterfowl. An Investigation of the Factors Affecting Distribution, Abundance and Community Structure. Report to Thames Water Utilities Ltd. and English Nature. Wetlands Advisory Service, Slimbridge.

<sup>24</sup> Evans, D.M. & Warrington, S. (1997) The effects of recreational disturbance on wintering waterbirds on a mature gravel pit lake near London. *International Journal of Environmental Studies* 53: 167-182.

<sup>25</sup> Tuite, C.H., Hanson, P.R. & Owen, M. (1984) Some ecological factors affecting winter wildfowl distribution on inland waters in England and Wales and the influence of water-based recreation. *Journal of Applied Ecology* 21: 41-62.

<sup>26</sup> Pease, M.L., Rose, R.K. & Butler, M.J. (2005) Effects of human disturbances on the behavior of wintering ducks. *Wildlife Society Bulletin* 33 (1): 103-112.

<sup>27</sup> Ravenscroft, N. (2005) Pilot study into disturbance of waders and wildfowl on the Stour-Orwell SPA: analysis of 2004/05 data. Era report 44, Report to Suffolk Coast & Heaths Unit.

<sup>28</sup> Shaw, P.J.A., Lankey, K. & Hollingham, S.A. (1995) Impacts of trampling and dog fouling on vegetation and soil conditions on Headley Heath. *The London Naturalist*, 74, 77-82.

<sup>29</sup> Underhill-Day, J.C. (2005) A literature review of urban effects on lowland heaths and their wildlife. *Natural England Research Report* 623.

<sup>30</sup> Gill, J.A., Norris, K. & Sutherland, W.J. (2001) Why behavioural responses may not reflect the population consequences of human disturbance. *Biological Conservation*, 97, 265-268.

<sup>31</sup> Woodfield, E. & Langston, R. (2004) Literature review on the impact on bird population of disturbance due to human access on foot. *RSPB research report* No. 9.

- 3.13 Disturbing activities are on a continuum. The most disturbing activities are likely to be those that involve irregular, infrequent, unpredictable loud noise events, movement or vibration of long duration (such as those often associated with construction activities). Birds are least likely to be disturbed by activities that involve regular, frequent, predictable, quiet patterns of sound or movement or minimal vibration. The further any activity is from the birds, the less likely it is to result in disturbance.
- 3.14 The factors that influence a species' response to a disturbance are numerous, but the three key factors are species sensitivity, proximity of disturbance sources and timing/duration of the potentially disturbing activity.
- 3.15 It should be emphasised that recreational use is not inevitably a problem. Many internationally designated sites are also nature reserves managed for conservation and public appreciation of nature. The Lee Valley Regional Park that encompasses the SPA and Ramsar sites is such an example. At these sites, access is encouraged and resources are available to ensure that recreational use is managed appropriately.
- 3.16 Epping Forest SAC is located 13.8km from Uttlesford District boundary. It is therefore necessary to perform an initial screening exercise (Likely Significant Effects test) to determine whether the Plan contains policy measures that could lead to likely significant effects, either alone or 'in combination' with other plans and projects, through recreational pressure, on these internationally designated sites.

## Atmospheric Pollution

- 3.17 The main pollutants of concern for European sites are oxides of nitrogen (NO<sub>x</sub>), ammonia (NH<sub>3</sub>) and sulphur dioxide (SO<sub>2</sub>). NO<sub>x</sub> can have a directly toxic effect upon vegetation. In addition, greater NO<sub>x</sub> or ammonia concentrations within the atmosphere will lead to greater rates of nitrogen deposition to soils. An increase in the deposition of nitrogen from the atmosphere to soils is generally regarded to lead to an increase in soil fertility, which can have a serious deleterious effect on the quality of semi-natural, nitrogen-limited terrestrial habitats.

**Table 2. Main sources and effects of air pollutants on habitats and species**

Pollutant	Source	Effects on habitats and species
Acid deposition	SO <sub>2</sub> , NO <sub>x</sub> and ammonia all contribute to acid deposition. Although future trends in S emissions and subsequent deposition to terrestrial and aquatic ecosystems will continue to decline, it is likely that increased N emissions may cancel out any gains produced by reduced S levels.	Can affect habitats and species through both wet (acid rain) and dry deposition. Some sites will be more at risk than others depending on soil type, bed rock geology, weathering rate and buffering capacity.
Ammonia (NH <sub>3</sub> )	Ammonia is released following decomposition and volatilisation of animal wastes. It is a naturally occurring trace gas, but levels have increased considerably with expansion in numbers of agricultural livestock. Ammonia reacts with acid pollutants such as the products of SO <sub>2</sub> and NO <sub>x</sub> emissions to produce fine ammonium (NH <sub>4</sub> <sup>+</sup> ) - containing aerosol which may be transferred much longer distances (can therefore be a significant trans-boundary issue).	Adverse effects are as a result of nitrogen deposition leading to eutrophication. As emissions mostly occur at ground level in the rural environment and NH <sub>3</sub> is rapidly deposited, some of the most acute problems of NH <sub>3</sub> deposition are for small relict nature reserves located in intensive agricultural landscapes.
Nitrogen oxides NO <sub>x</sub>	Nitrogen oxides are mostly produced in combustion processes. About one quarter of the UK's emissions are from power stations, one-half from motor vehicles, and the rest from other industrial and domestic combustion processes.	Deposition of nitrogen compounds (nitrates (NO <sub>3</sub> ), nitrogen dioxide (NO <sub>2</sub> ) and nitric acid (HNO <sub>3</sub> )) can lead to both soil and freshwater acidification. In addition, NO <sub>x</sub> can cause eutrophication of soils and water. This alters the species composition of plant communities and can eliminate sensitive species.
Nitrogen (N) deposition	The pollutants that contribute to nitrogen deposition derive mainly from NO <sub>x</sub> and NH <sub>3</sub> emissions. These pollutants cause acidification (see also acid deposition) as well as eutrophication.	Species-rich plant communities with relatively high proportions of slow-growing perennial species and bryophytes are most at risk from N eutrophication, due to its promotion of competitive and invasive species which can respond readily to elevated levels of N. N deposition can also increase the risk of damage from abiotic factors, e.g. drought and frost.
Ozone (O <sub>3</sub> )	A secondary pollutant generated by photochemical reactions from NO <sub>x</sub> and volatile organic compounds (VOCs). These are mainly	Concentrations of O <sub>3</sub> above 40 ppb can be toxic to humans and wildlife, and can affect buildings. Increased ozone concentrations

Pollutant	Source	Effects on habitats and species
	released by the combustion of fossil fuels. The increase in combustion of fossil fuels in the UK has led to a large increase in background ozone concentration, leading to an increased number of days when levels across the region are above 40ppb. Reducing ozone pollution is believed to require action at international level to reduce levels of the precursors that form ozone.	may lead to a reduction in growth of agricultural crops, decreased forest production and altered species composition in semi-natural plant communities.
Sulphur Dioxide SO <sub>2</sub>	Main sources of SO <sub>2</sub> emissions are electricity generation, industry and domestic fuel combustion. May also arise from shipping and increased atmospheric concentrations in busy ports. Total SO <sub>2</sub> emissions have decreased substantially in the UK since the 1980s.	Wet and dry deposition of SO <sub>2</sub> acidifies soils and freshwater, and alters the species composition of plant and associated animal communities. The significance of impacts depends on levels of deposition and the buffering capacity of soils.

3.18 Sulphur dioxide emissions are overwhelmingly influenced by the output of power stations and industrial processes that require the combustion of coal and oil. Ammonia emissions are dominated by agriculture, with some chemical processes also making notable contributions. NO<sub>x</sub> emissions, however, are dominated by the output of vehicle exhausts (more than half of all emissions). Within a 'typical' housing development, by far the largest contribution to NO<sub>x</sub> (92%) will be made by the associated road traffic. Other sources, although relevant, are of minor importance (8%) in comparison. Emissions of NO<sub>x</sub> could therefore be reasonably expected to increase as a result of greater vehicle use as an indirect effect of the Plan.

## 4. Task 1: Likely Significant Effects Test

4.1 The tables below present the Likely Significant Effects test of Policies and Allocations within the Plan, from the point of view of HRA.

### Likely Significant Effects Test of Policies

4.2 Where policies are identified in green in the 'HRA implications' column in Table 3, these policies are considered to not provide any realistic linking impact pathway with Epping Forest SAC (or any European sites). Where a policy is identified as orange in the 'HRA implications' column in Table 3, this policy is considered to potentially provide an impact pathway that could link to a European site such as Epping Forest SAC.

**Table 3. Screening assessment of Policies, other than those which provision new Site Allocations (these are covered in Table 4)**

Policy number/name	Policy detail	HRA implications
<b>Spatial Strategy</b>		
Policy SP1 – Presumption in Favour of Sustainable Development	<p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants and communities jointly to find solutions which mean that proposals will be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</p> <ul style="list-style-type: none"> <li>- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or</li> <li>- Specific policies in that Framework indicate that development should be restricted.</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to development that improves the economic, social and environmental conditions in the area.</p> <p>By definition sustainable development will not result in likely significant effects.</p> <p>There are no linking impact pathways present.</p>

<p>Policy SP2 – The Spatial Strategy 2011-2033</p>	<p>Development will be distributed on the following basis:</p> <ol style="list-style-type: none"> <li>1. The majority of development will be focused at the towns of Saffron Walden and Great Dunmow and the new Garden Communities at Easton Park, West of Braintree and North Uttlesford</li> <li>2. Key Villages will be the major focus for development in the rural areas reflecting their role as provider of services to a wide rural area</li> <li>3. New development in the Type A and Type B Villages will be limited with the emphasis being on:             <ol style="list-style-type: none"> <li>a) Enhancing and maintaining the distinctive character and vitality of local rural communities;</li> <li>b) Shortening journeys and facilitating access to jobs and services; and</li> <li>c) Strengthening rural enterprise and linkages between settlements and their hinterlands.</li> </ol> </li> <li>4. Elsewhere development will be restricted in accordance with Policy SP10 – Protection of the Countryside.</li> <li>5. Sustainable growth of London Stansted Airport will be supported in principle subject to conformity with the environmental and transport framework set out in Policy SP11 – London Stansted Airport.</li> </ol>	<p>No HRA Implications.</p> <p>Although this policy outlines the towns where the majority of development will be focused, it does not outline any type, exact location or quantum of development.</p> <p>This policy contains positive provision to shorten journeys which has the potential to reduce atmospheric pollution contributions from vehicles.</p> <p>There are no linking impact pathways present.</p>												
<p>Policy SP3 – The Scale and Distribution of Housing Development</p>	<p>The housing requirement for Uttlesford during the Local Plan period 2011 to 2033 is at least 14,000 net additional dwellings. This requirement is stepped such that there is a requirement of 568 dwellings per annum between 2011/12 and 2021/22 and a requirement of 705 dwellings per annum between 2022/23 and 2032/33.</p> <p>Provision to meet this requirement will be made from the following sources of supply (which should deliver some 14,600 dwellings in total).</p> <ul style="list-style-type: none"> <li>• 3,190 dwellings have already been built 2011-2017.</li> <li>• 1,120 dwellings will be provided on small unidentified windfall sites between 2017-2033.</li> <li>• 3,939 dwellings are already identified in outstanding planning permissions at 1 April 2017 in the towns and villages listed below.</li> <li>• 6,428 dwellings will be provided in the following locations between 2017-2033:</li> </ul> <table border="1" data-bbox="521 1082 1303 1367"> <thead> <tr> <th>Settlement</th> <th>Dwellings</th> </tr> </thead> <tbody> <tr> <td>Saffron Walden</td> <td>315</td> </tr> <tr> <td>Great Dunmow</td> <td>782</td> </tr> <tr> <td colspan="2"><b>Key Villages</b></td> </tr> <tr> <td>Elsenham</td> <td>170</td> </tr> <tr> <td>Newport</td> <td>107</td> </tr> </tbody> </table>	Settlement	Dwellings	Saffron Walden	315	Great Dunmow	782	<b>Key Villages</b>		Elsenham	170	Newport	107	<p>Potential HRA implications.</p> <p>Since 2010 the District Council has worked closely with its HMA partners (Harlow, Epping Forest and East Herts Councils) to prepare a Strategic Housing Market Assessment (HMA). The purpose of the HMA is to identify an objective assessment of housing need taking into account population projections, affordable housing needs and jobs growth. The 2017 Strategic Housing Market Assessment sets out an up to date and policy-compliant assessment of housing need across the Housing Market Area (HMA) for the period 2011-2033.</p> <p>This policy provides for residential focused development. Potential HRA implications depending on the specific sites allocated.</p> <p>Potential impact pathways:</p> <ul style="list-style-type: none"> <li>• Recreational pressure on Epping Forest SAC</li> <li>• Air Quality impacts on Epping Forest SAC</li> </ul>
Settlement	Dwellings													
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West of Braintree Garden Community	970															
<p>Policy SP4 – Provision of Jobs</p>	<p>Provision will be made for a minimum net increase of 16,000 jobs in the period 2011-2033 to maintain a broad balance between homes and jobs and to maintain a diverse economic base.</p>	<p>Potential HRA implications</p> <p>Provides for 16,000 new jobs. Whilst this policy does not identify the type or location development, the following linking impact pathway is present:</p> <ul style="list-style-type: none"> <li>Air Quality impacts on Epping Forest SAC</li> </ul>														
<p>Policy SP5 – Garden Community Principles</p>	<p>Three new garden communities will be delivered in Uttlesford, at Easton Park, North Uttlesford and West of Braintree.</p> <p>The garden communities will be developed in accordance with the following garden city principles defined by the Town and Country Planning Association and the wider definition of sustainable development outlined in the National Planning Policy Framework:</p> <ol style="list-style-type: none"> <li>Land value capture for the benefit of the community</li> <li>Strong vision, leadership and community engagement</li> <li>Community ownership of land and long-term stewardship of assets</li> <li>Mixed-tenure homes and housing types that are genuinely affordable for everyone</li> <li>A wide range of local jobs within easy commuting distance from homes</li> <li>Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy, vibrant communities and including opportunities to grow food</li> <li>Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains and using zero-carbon and energy-</li> </ol>	<p>No HRA implications.</p> <p>The Local Plan the Council is making provision for three new garden communities in the District, providing housing choice and opportunity for current and future residents. However this policy does not identify any quantum of development.</p> <p>There are no linking impact pathways present.</p>														

	<p>positive technology to ensure climate resilience</p> <p>8. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods</p> <p>9. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.</p> <p>Each garden community will demonstrate high levels of self-containment.</p> <p>The garden communities will be underpinned by high quality urban design and placemaking principles. Streets and spaces will be designed to allow for safe and easy movement by a variety of modes, balancing placemaking and movement functions. Opportunities for smarter and sustainable travel will be maximized, with links to neighbouring settlements provided that reduce the reliance on the private car. The development plan documents will establish the layout, mix and quantity of future development, including key urban design principles that will guide the development.</p> <p>Prior to any planning applications being considered detailed development plan documents for each of the garden communities will be prepared and adopted by the local planning authority.</p> <p>The development plan documents and subsequent planning applications must be prepared in consultation with residents, wider stakeholders and interested parties. This consultation will need to extend beyond the district boundaries to address cross-boundary matters.</p> <p>Comprehensive development is required. Phasing, infrastructure and delivery plans will form part of the development plan document, establishing the scale and pace of growth, where development will take place and when. The garden communities must be built out in a logical order so that ongoing construction does not undermine the quality of life of the first residents to move into the garden community by separating construction access to the site from residential access. The delivery of physical, social and green infrastructure, and the trigger points for these, will form part of the phasing and delivery plan. The phasing of all forms of infrastructure will meet the needs of the new community as they arise and will not exacerbate existing problems.</p> <p>Measures to support the development of each new community including the provision of community development support workers (or other provision) and other appropriate community governance structures will be an integral part of the delivery of each new garden community.</p> <p>The Council is confident that the new garden communities can be delivered. The exact delivery model for each garden community will be determined separately from the land-use planning process, however the Council will need to be satisfied that any proposed delivery model will realize all the garden city principles and a test will be established in the Development Plan Document to enable this to be determined. Delivery models could range from privately led arrangements to locally-led development corporations with compulsory purchase powers. If necessary, the Council will consider intervening directly to ensure the garden city principles are met within the proposed timetable set out within the Local Plan.</p> <p>The Development Plan Document for each Garden Community will set out the criteria that the Council will need to be sure are satisfied in relation to the delivery model for that development. The criteria will be designed to ensure, for example, that the development will meet garden city</p>	
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	<p>principles and will secure the delivery of housing throughout market cycles.</p>	
<p>Policy SP6 - Easton Park Garden Community</p>	<p>Permission will be granted for a new garden community of 10,000 homes at Easton Park. The details and final number of homes will be set out in a Strategic Growth Development Plan Document.</p> <p>The Strategic Growth Development Plan Document will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the Easton Park Garden Community. The DPD will set out mitigation measures relating to the criteria and text of this policy. Planning applications will be consistent with the approved DPD which will need to be in place before any consent is granted for the new Garden Community.</p> <p>The new garden community at Easton Park will:</p> <ol style="list-style-type: none"> <li>1. Deliver 10,000 new dwellings, of which a minimum of 1,925 will be delivered by 2033. A mix of housing sizes and types of housing will be delivered in accordance with housing needs including 40% affordable homes and homes for older people, including residential care and nursing home accommodation. Specific provision will be made for self and custom build housing.</li> <li>2. Deliver a range of local employment opportunities integrated into the new community. The development will be informed by the Uttlesford Economic Development Strategy for Easton Park and will be phased to be developed in line with the residential elements of the development.</li> <li>3. Ultrafast broadband will be provided throughout the Garden Community and homes will include specific spaces to enable working from home.</li> <li>4. Include new local centres incorporating a mix of retail, business and community uses (including A1, A2, A3, A4, A5, B1(a), D1 and D2 uses). Deliver appropriate civic buildings at the heart of the community, for example a town hall. Land and financial contributions towards a total of seven primary schools and two secondary schools will be provided. Early years and childcare facilities, community and youth facilities will also be provided. Increased primary healthcare capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.</li> </ol>	<p>Potential HRA implications.</p> <p>This policy provides for both residential (1,925 new dwellings to be delivered during the plan period) and employment focused development.</p> <p>Potential impact pathways on Designated Sites include:</p> <ul style="list-style-type: none"> <li>• Recreational Pressure on Epping Forest SAC;</li> <li>• Air quality impacts on Epping Forest SAC.</li> </ul> <p>This policy does also provide for the positive provision of sustainable transport options which have the potential to reduce atmospheric pollution contributions. It also provide for greenspace which has the potential to divert recreational pressure away from sensitive sites.</p>

5. Incorporate, from the early delivery phase of the garden community, a package of measures to provide transport choice, including the delivery of a direct, high quality, frequent and fast bus/ rapid transit measures to London Stansted Airport and beyond and to Great Dunmow town centre and beyond, and a network of direct, safe walking and cycling routes to enhance permeability within the site and to other nearby destinations, including connections with and improvements to the Fitch Way.
6. Deliver other specific transport-related infrastructure requirements identified through the Development Plan Document in a phased manner.
7. Mitigate the transport impacts of the proposed development on the strategic and local road network, including on the B1256. Provide the main vehicular access as a dual carriageway loop arrangement from the A120, including contributing to improvements to the A120 and M11 Junction 8. Enhancements to the local highways network will be required. Access to Park Road will be restricted, so as to not allow motor vehicles from the Garden Community to travel east-west along the road. Other specific transport related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for the Garden Community will be delivered in a phased manner. The development will avoid the use of unsuitable roads by car through existing communities.
8. Include new primary substations in the medium to long term and reinforcements to the energy network in the shorter term to meet the needs of the development.
9. Enhance the appropriate water recycling centre; provide new connections, network upgrades and reinforcements to the sewerage network in accordance with the Uttlesford Water Cycle Study. The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply. Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.
10. Provide Sustainable Urban Drainage systems to provide water quality, amenity and ecological benefits as well as flood risk reduction.
11. Provide allotments, open space, sports facilities, play, leisure and recreation in line with standards established in the Local Plan, the Essex Design Guide and the Strategic Growth Development Plan Document.
12. Provide natural, semi-natural and amenity green space in accordance with standards established in the Local Plan, the Essex Design Guide and the Strategic Growth Development Plan Document.
13. Provide a new Country Park, to be transferred to a community body for long-term operation, management and maintenance in line with the Garden Community principles and for long-term stewardship.
14. Incorporate measures to substantially conserve and enhance the Gardens of Easton

- Lodge in partnership with the Trustees of Easton Lodge and Garden.
15. Proposals shall:
    - a) Respond positively to the landscape character and significance of the historic environment including designated and non-designated heritage assets
    - b) Conserve, and where appropriate enhance, the significance of heritage assets and their settings both within the site and the wider area including Easton Lodge and Park (Registered Park and Garden) Grade II listed
    - c) Be informed by appropriate landscape / visual and heritage impact assessments, the latter to include the results of archaeological field evaluation as required by the local authority.
  16. Careful consideration will be afforded to the improvement and restoration of degraded landscape features, and new woodland / tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained.
  17. Conserve and where appropriate enhance the significance of heritage assets and their settings within the site and in the wider area. Where mitigation is required measures will have regard to the HIA and include:
    - a. Tree screening where appropriate reinforcing existing dense tree screens, for example in the area of Little Easton.
    - b. Appropriate buffer zones to the development, for example on the west side of the development and the flat plateau zone of river valley where tree planting is not extensive.
    - c. Greening and reinforce tree screening at the north of the site, where views into site are most marked and land rises beyond site giving views into the site.
    - d. Maintain views to the Parish Church Tower to and from site in connection with the Little Easton Conservation Area.
    - e. Seek opportunities for beneficial re-use and management of heritage assets. .
    - f. Further research in relation to archaeology on the site.
  18. Demonstrate careful consideration of the transition between rural and urban settings.
  19. Design principles should respect the open rural character of the site in design principles to avoid harm to heritage assets and their settings on or near the site. This includes consideration of:
    - a. Density, scale, form, materials of new development against existing in area
    - b. Existing boundaries, routes reflected in new development – this includes respecting mature tree lines
    - c. Acknowledge and work with the topography and geology when planning buffer zones
  20. Measures will be required to mitigate landscape impact to the north of the site including

	<p>retention, enhancement and reinforcement of existing pockets of woodland, tree blocks and copses to provide screening and maintain and reinforce the wooded skyline.</p> <ol style="list-style-type: none"> <li>21. Enhance the existing public right of way network within and adjoining the site.</li> <li>22. Provide acceptable mitigation of environmental and health impacts (including noise) from Stansted Airport. Masterplanning of the site will consider noise as a factor that will inform the development and buildings impacted by noise will be designed in such a way as to mitigate these impacts.</li> <li>23. Protect the separate identity of the nearby communities of Great Dunmow, Little Easton and Broxted as communities close to but separate from Easton Park. The nature of the transition between Easton Park and the nearby communities will be an important element of the design of the new Garden Community and the development will provide a strategic landscaped buffer.</li> <li>24. Enhance wider green infrastructure and networks including maintenance and enhancement of existing watercourses, ponds and lakes within the site.</li> <li>25. Address mineral resource sterilisation matters by working with Essex County Council to ensure appropriate phasing of Highwood Quarry and prior extraction of safeguarded mineral resources. A mineral resource assessment is necessary to assess the quality and quantity of the resource. Should the viability of the extraction be proven, the minerals shall be worked in accordance with the phased delivery of the non-mineral development. New development proposed at Easton Park should not compromise the access to the quarry.</li> <li>26. The Council will consider the use of compulsory purchase powers to facilitate delivery of the Garden Community where this cannot be achieved by agreement.</li> </ol> <p>Establishment at an early stage in the development of the Garden Community of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green spaces, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.</p>	
<p>Policy SP7 - North Uttlesford Garden Community</p>	<p>Permission will be granted for a new garden community in North Uttlesford of 5,000 homes. The details and final number of homes will be set out in a Strategic Growth Development Plan Document.</p> <p>The Strategic Growth Development Plan Document will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the North Uttlesford Garden Community. The DPD will set out</p>	<p>Potential HRA implications.</p> <p>This policy provides for both residential ( up to 1,925 new dwellings during the plan period) and employment focused development. Potential HRA implications depending on the specific sites allocated.</p> <p>Potential impact pathways on Designated Sites include:</p> <ul style="list-style-type: none"> <li>• Recreational Pressure on Epping Forest SAC;</li> <li>• Air quality impacts on Epping Forest SAC.</li> </ul>

mitigation measures relating to the criteria and text of this policy Planning applications will be consistent with the approved DPD which will need to be in place before any consent is granted for the new Garden Community.

The new garden community in North Uttlesford will:

1. Deliver 5,000 new dwellings to the North-East of the B184, of which 1,925 will be delivered by 2033. mix of housing sizes and types of housing will be delivered in accordance with housing needs including 40% affordable homes and homes for older people, including residential care and nursing home accommodation. Specific provision will be made for self and custom build housing.
2. Deliver a range of local employment opportunities integrated into the new community, with a particular focus on maximising economic links to the Welcome Genome Campus and Chesterford Research Park and other nearby centres of employment. The development will be informed by the Uttlesford Economic Development Strategy for North Uttlesford and will be phased in line with the residential elements of the development. Floorspace allocations to be defined within the Strategic Growth Development Plan Document.
3. Ultrafast broadband will be provided throughout the Garden Community and homes will include specific spaces to enable working from home
4. Include a new local centre incorporating a mix of retail, business and community uses (including A1, A2, A3, A4, A5, B1(a), D1 and D2 uses ). Deliver appropriate civic buildings at the heart of the community, for example a town hall. Land and financial contributions towards four primary schools and one secondary school will be provided. Early years and childcare facilities, community and youth facilities will also be provided. Increased primary healthcare capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.
5. Incorporate, from the early delivery phase of the garden community, a package of measures to provide transport choice, including the delivery of high quality, frequent and fast public transport services to Saffron Walden, Cambridge, Whittlesford Rail Station, Audley End Rail Station, Great Chesterford Rail Station and nearby employment parks (including the Wellcome Genome Campus and Chesterford Research Park). A network of direct, high quality, safe walking and cycling routes will also be provided to enhance permeability within the site and to access nearby employment areas, transport hubs and communities, including linking the existing cycle path from Hinxton to Saffron Walden and linking to Great Chesterford Rail Station via the PROW adjoining Great Chesterford to the north-west of Jackson's Lane.
6. Mitigate the transport impacts of the proposed development on the strategic and local road network including on the B184 and B1383. An access strategy that connects with the A11, A1301 and the Cambridge Park & Ride (on the A1307), with the A11 being the preferred route for northbound travel. The access strategy will explore the potential of a northern access for the site. The primary southern access into the site

This policy does also provide for the positive provision of sustainable transport options which have the potential to reduce atmospheric pollution contributions. It also provide for greenspace which has the potential to divert recreational pressure away from sensitive sites.

will be via Field Farm Drive, access via Park Road will be limited to ensure the character of Park Road is protected. There will be no vehicular access to the site from Cow Lane. Access for construction traffic will be via Field Farm Drive. Contributions towards capacity improvements along the A505 and junction of the A505 and A1301 will be sought, requiring cross boundary agreement with South Cambridgeshire District Council, Hertfordshire, Cambridgeshire, Essex County Councils and Highways England. Other specific transport related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for the Garden Community will be delivered in a phased manner. The development will avoid the use of unsuitable roads by car through existing communities.

7. Deliver other specific transport-related infrastructure requirements identified through the Development Plan Document in a phased manner.
8. Include new network or primary substations in the medium to long term, and reinforcements to the energy network in the shorter term to meet the needs of the development.
9. Enhance the water recycling centre at Great Chesterford, new connections, network upgrades and reinforcements to the sewerage network. The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply. Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.
10. Provide Sustainable Urban Drainage systems to provide water quality, amenity and ecological benefits as well as flood reduction whilst ensuring that there is no harm to nationally important archaeological assets whether scheduled or not.
11. Provide allotments, open space, sports facilities, play, leisure and recreation in line with standards established in the Local Plan and the Essex Design Guide and the Strategic Growth Development Plan Document.
12. Provide natural, semi-natural and amenity green space in accordance with standards established in the Local Plan and the Essex Design Guide and the Strategic Growth Development Plan Document.
13. Proposals shall:
  - a. Respond positively to the landscape and significance of the historic environment, including designated and no-designated assets.
  - b. Conserve, and where appropriate enhance, the significance of heritage assets and their settings both within the site and the wider area including The Roman Temple (scheduled monument) and Park Farmhouse (grade II listed) and the Roman Town and Fort (both scheduled monuments);
  - c. Be informed by appropriate landscape/ visual and heritage impact assessments, the latter to include the results of archaeological field evaluation as required by the Local Authority.
14. Careful consideration will be afforded to the improvement and restoration of degraded landscape features, and new woodland/ tree belt and structural planting within and

	<p>around the site. The sense of tranquility within the site should be maintained.</p> <ol style="list-style-type: none"> <li>15. Protect the separate identity of the nearby community of Great Chesterford as an existing community close to but separate from North Uttlesford Garden Community. The nature of the transition between North Uttlesford and the nearby existing community of Great Chesterford will be an important element of the design of the new Garden Community and the development will provide a strategic landscaped buffer.</li> <li>16. Conserve and where appropriate enhance the significance of heritage assets and their settings within the site and in the wider area. Where mitigation is required measures will have regard to the HIA and include:             <ol style="list-style-type: none"> <li>17. Reinforce screening where appropriate along site boundaries;</li> <li>18. Provide soft transition zones around the boundaries of the deer park, open tree screens and ditches. This is particularly important along the northern boundary of the deer park which abuts the County boundary and Hildersham Wood, an area of ancient woodland;</li> <li>19. The creation of buffer zones incorporating areas of open land;</li> <li>20. Consider development on the lower slopes to reduce visual impact;</li> <li>21. Protect the Scheduled Monument onsite and its setting;</li> <li>22. Retain visual and historic association between the Roman Temple and the Roman Town;</li> <li>23. Detailed design informed by archaeology investigations of the site this may involve evaluations, geo physical surveys or trenching; and</li> <li>24. As far as possible retain the character of existing historic routes through the site, narrow lanes and mature tree lines.</li> </ol> </li> <li>25. Respect the rural character of the site in design principles to avoid harm to heritage assets and their settings on the site or near the site. This includes consideration of:             <ol style="list-style-type: none"> <li>26. Density, scale, form, materials of new development against existing in the area;</li> <li>27. Existing boundaries, routes reflected in new development; and</li> <li>28. Appropriateness and working with the topography and geology when planning buffer zones.</li> </ol> </li> <li>29. Enhance wider green infrastructure and networks including maintenance and enhancement of existing watercourses, ponds and lakes within the site.</li> <li>30. The Council will consider the use of compulsory purchase powers to facilitate delivery of the Garden Community where this cannot be achieved by agreement.</li> </ol> <p>Establishment at an early stage in the development of the Garden Community of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green spaces, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.</p> <ol style="list-style-type: none"> <li>31.</li> </ol>	
Policy SP8 - West of	Permission will be granted for a new garden community of 10,500-13,500 homes at land West	Potential HRA implications.

<p>Braintree Garden Community</p>	<p>of Braintree. The details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly by Uttlesford and Braintree District Councils. Up to 3,500 of these homes will be in Uttlesford. All criteria in this policy relate to the part of the garden community to be delivered in Uttlesford.</p> <p>The Strategic Growth Development Plan Document will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the West of Braintree Garden Community. The DPD will set out mitigation measures relating to the criteria and text of this policy. Planning applications will be consistent with the approved DPD which will need to be in place before any consent is granted for the new Garden Community.</p> <p>The new Garden Community at West of Braintree will:</p> <ol style="list-style-type: none"> <li>1. Deliver up to 3,500 new dwellings in Uttlesford, of which 970 will be delivered by 2033. A mix of housing sizes and types of housing will be delivered in accordance with housing needs including 40% affordable homes and homes for older people, including residential care and nursing home accommodation. Specific provision will be made for self and custom build housing.</li> <li>2. Deliver a range of local employment opportunities integrated into the new community. The development will be informed by the Economic Development Strategy for West of Braintree and will be phased in line with the residential elements of the development. Floorspace allocations to be defined within the Strategic Growth Development Plan Document.</li> <li>3. Ultrafast broadband will be provided throughout the Garden Community and homes will include specific spaces to enable working from home.</li> <li>4. Include a network of local centres incorporating a mix of retail, business and community uses (including A1, A2, A3, A4, A5, B1(a), D1 and D2 uses ). Deliver appropriate civic buildings at the heart of the community, for example a town hall. Land and financial contributions towards secondary schools, and primary schools will be provided to serve the new development as part of the provision planned for the whole garden community.– . Early years and childcare facilities, community and youth facilities will also be provided. Increased primary healthcare capacity will be provided to serve the new development as appropriate. This may be by means of new infrastructure or improvement, reconfiguration, extension or relocation of existing medical facilities.</li> <li>5. From the early delivery phase of the garden community incorporate a package of</li> </ol>	<p>This policy provides for both residential (up to 970 new houses during the plan period) and employment focused development. Potential HRA implications depending on the specific sites allocated.</p> <p>Potential impact pathways on Designated Sites include:</p> <ul style="list-style-type: none"> <li>• Recreational Pressure on Epping Forest SAC;</li> <li>• Air quality impacts on Epping Forest SAC.</li> </ul> <p>This policy does also provide for the positive provision of sustainable transport options which have the potential to reduce atmospheric pollution contributions. It also provide for greenspace which has the potential to divert recreational pressure away from sensitive sites.</p>
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- measures to provide transport choice, including high quality, frequent and fast rapid transit priority measures to Braintree and beyond, Great Dunmow town centre, London Stansted Airport and beyond, and a network of safe walking and cycling routes to enhance permeability within the site and to access adjoining areas, including connections with and improvements to the Flitch Way.
6. Mitigate the transport impacts of the proposed development on the strategic and local road network, including on the B1256 and the B1417. Reconfiguration of and improvements to junctions on the A120, allowing access in all directions. Contributions to improving M11 Junction 8 will also be sought. Enhancements to the local highway network and other specific transport related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for the Garden Community will be delivered in a phased manner. The development will avoid the use of unsuitable roads by car through existing communities.
  7. Include new primary substations in the medium to long term and reinforcements to the energy network in the shorter term to meet the needs of the development.
  8. The delivery of smart, innovative and sustainable water efficiency/re-use solutions that fosters climate resilience and a 21st century approach towards water supply, water and waste water treatment and flood risk management. Provision of improvements to waste water treatment and off-site drainage improvements aligned with the phasing of the development within the plan period and that proposed post 2033.
  9. Provide Sustainable Urban Drainage systems to provide water quality, amenity and ecological benefits as well as flood risk reduction.
  10. Provide allotments, open space, sports facilities, play, leisure and recreation in line with standards established in the Local Plan Essex Design Guide and the Strategic Growth Development Plan Document.
  11. Provide natural, semi-natural and amenity green space in accordance with standards established in the Local Plan and Essex Design Guide and the Strategic Growth Development Plan Document.
  12. Incorporate measures to protect and enhance the Ancient Woodland and Local Wildlife Site of Boxted Wood and its setting. Contributions will be secured towards mitigation measures identified in the Essex wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMs) which will be completed by the time the Local Plan is adopted.
  13. Enhance the existing public right of way network within and adjoining the site.
  14. Protect the separate identity of the nearby communities of Stebbing and Stebbing Green as existing communities close to but separate from the West of Braintree Garden Community. The nature of the transition between the West of Braintree Garden Community and the nearby existing communities will be an important element of the design of the new Garden Community and the development will provide a strategic landscaped buffer.
  15. Proposals shall:
    - a) Respond positively to the landscape character and significance of the historic

	<p>environment including designated and non-designated heritage assets</p> <ul style="list-style-type: none"> <li>b) Conserve, and where appropriate enhance, the significance of heritage assets and their settings both within the site and the wider area including Easton Lodge and Park (Registered Park and Garden) Grade II listed</li> <li>c) Be informed by appropriate landscape / visual and heritage impact assessments, the latter to include the results of archaeological field evaluation as required by the local authority.</li> </ul> <p>16. Careful consideration will be afforded to the improvement and restoration of degraded landscape features, and new woodland / tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained.</p> <p>17. Conserve and where appropriate enhance the significance of heritage assets and their settings within the site and in the wider area. Where mitigation is required measures will have regard to the HIA and include:</p> <ul style="list-style-type: none"> <li>a. Tree screening;</li> <li>b. The creation of buffer zones and transition zones, for example near Stebbing Green;</li> <li>c. Respect historic routes and views;</li> <li>d. Design to take account of further research into non-designated heritage assets; and</li> <li>e. Design to take account of the findings of further research on archaeology within the site.</li> </ul> <p>18. Adopt Design principles to reflect the rural character to avoid harm to heritage assets and their settings on-site and adjacent to the site. The design principles include:</p> <p>19. Density, scale, materials of new development against existing in the area;</p> <p>20. Existing boundaries, routes reflected in the new development; and</p> <p>21. Working with topography and geology when planning buffer zones and areas of open land.</p> <p>22. Enhance wider green infrastructure and networks including maintenance and enhancement of existing watercourses, ponds and lakes within the site.</p> <p>23. Consideration of potential on site mineral resources through a Minerals Resource Assessment as required by the Minerals Planning Authority.</p> <p>24. The Council will consider the use of compulsory purchase powers to facilitate delivery of the Garden Community where this cannot be achieved by agreement.</p> <p>25. Establishment at an early stage in the development of the Garden Community of appropriate and sustainable long-term governance and stewardship arrangements for community assets including green spaces, public realm areas and community and other relevant facilities; such arrangements to be funded by the development and include community representation to ensure residents have a stake in the long term development, stewardship and management of their community.</p>	
<p>Policy SP9 - Development within Development Limits</p>	<p>Development will be permitted on land within development limits if:</p> <ul style="list-style-type: none"> <li>1. It is in accordance with any existing allocation;</li> <li>2. It would be compatible with the character of the settlement and, depending on the location</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to land</p>

	<p>of the site, its countryside setting and natural environment;</p> <ol style="list-style-type: none"> <li>3. It protects the setting of existing buildings and the character of the area and significance of heritage assets;</li> <li>4. Development provides adequate amenity space and does not result in an unacceptable loss of amenity space;</li> <li>5. It does not result in any material overlooking or overshadowing of neighbouring properties;</li> <li>6. It would not have an overbearing effect on neighbouring properties; and</li> <li>7. It would not result in unreasonable noise and/ or disturbance to the occupiers of neighbouring properties by reason of vehicles or any other cause.</li> </ol>	<p>within development limits. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy SP10 - Protection of the Countryside</p>	<p>The Countryside is defined as land outside the development limits and identified new garden communities and consists of:</p> <ol style="list-style-type: none"> <li>1. The Metropolitan Green Belt</li> <li>2. London Stansted Airport Countryside Protection Zone</li> <li>3. Countryside beyond both the Green Belt and the Countryside Protection Zone</li> </ol> <p>In the countryside, the only development that will be permitted is for the following uses:</p> <ol style="list-style-type: none"> <li>a. Agriculture;</li> <li>b. Horticulture;</li> <li>c. Forestry;</li> <li>d. Outdoor recreation; and</li> <li>e. Other uses which need to be located in the countryside.</li> </ol> <p>Development in countryside supported by other policies in the development plan will be assessed against those policies.</p> <p>The Countryside will be protected for its intrinsic character and beauty, for its value as productive agricultural land, recreational land and for biodiversity. The landscape character and local distinctiveness of the Countryside will be protected and enhanced. Proposals for development will need to take into account the landscape's key characteristics, features and sensitivities to change in accordance with Policy C1.</p> <p>The Metropolitan Green Belt as defined on the Policies Map will be protected against development in accordance with the latest national policy.</p> <p>The Policies Map defines the London Stansted Airport Countryside Protection Zone. Development will only be permitted within this Zone if new buildings or uses of land do not lead to coalescence between London Stansted Airport and existing development and does not adversely affect the open character of the Zone.</p> <p>Within the Countryside, beyond the Metropolitan Green Belt and the Countryside Protection Zone, planning permission will be granted for development appropriate to a rural area in accordance with Policies C1 – C4. In considering proposals for development in the Countryside the Council will:</p> <ul style="list-style-type: none"> <li>• Protect the best and most versatile agricultural land;</li> <li>• Protect biodiversity;</li> </ul>	<p>No HRA implications.</p> <p>This is a positive development management policy as it provides protection for the countryside and associated biodiversity.</p> <p>There are no linking impact pathways.</p>

	<ul style="list-style-type: none"> <li>• Support other options such as the use of land within development limits, re-use of existing rural buildings and previously developed land; and</li> <li>• Focus development in locations with good access to services and facilities.</li> </ul>	
<p>Policy SP11 - London Stansted Airport</p>	<p>Sustainable growth of London Stansted Airport will be supported in principle and is designated as a Strategic Allocation in the Local Plan. The Strategic Allocation (see Policies Map) includes land within the existing airport operational area and incorporates the North Stansted Employment Area. The wider strategic allocation serves the strategic role of London Stansted Airport and associated growth of business, industry and education, including aviation engineering, distribution and service sectors and the airport college which are important for Uttlesford, the sub-regional and national economy.</p> <p><b>Airport Safeguarding</b> Development that would adversely affect the operational integrity or safety of London Stansted Airport will not be permitted. With respect to operational and national security considerations, this includes (but is not limited to) concerns over the height of buildings, lighting, bird activity and proximity to Public Safety Zones. The 1:10,000 and the 1:100,000 risk contours are shown on the Policies Map. Within the 1:10,000 risk contour no residential or employment uses will be permitted. Within the 1:100,000 risk contour permission will only be granted for extensions or changes of use or low density development.</p> <p><b>Access to London Stansted Airport</b> London Stansted Airport's role as a national, regional and local transport interchange will be maintained. The necessary local and strategic transport infrastructure and rail, coach, bus service, pedestrian and cycle capacity to accommodate the passenger and employee trips and other journeys via connections at the airport must be maintained and enhanced. An integrated approach must be demonstrated within the framework of a surface access strategy. To assist development of new rapid transit options between the airport and new and existing communities, land will be safeguarded to allow access at the terminal. The council will seek financial contributions from the airport operator for the delivery of an appropriate scheme.</p> <p><b>Airport Development</b> Proposals for the development of the airport and its operation, together with any associated surface access improvements, will be assessed against the Local Plan policies as a whole. Proposals for development will only be supported where all of the following criteria are met:</p> <ol style="list-style-type: none"> <li>1. They are directly related to airport use of development, apart from within the North Stansted Employment Area ;</li> <li>2. They contribute to achieving the latest national aviation policies;</li> <li>3. They are in accordance with the latest permission;</li> <li>4. Do not result in a significant increase in Air Transport Movements or air passenger numbers that would adversely affect the amenities of surrounding occupiers or the local environment (in terms of noise, disturbance, air quality and climate change impacts);</li> <li>5. Achieve further noise reduction or no increase in day or night time noise in accordance with any imposed planning condition or otherwise cause excessive noise including ground noise at any time of the day or night and in accordance with the</li> </ol>	<p>No HRA implications</p> <p>This policy supports sustainable development in principle within London Stansted Airport (See Table 4 for screening of Site Allocation).</p> <p>It is noted that the type of development to be delivered could result in increased atmospheric emissions from vehicles and aircraft, however, no quantum of development is identified.</p> <p>This policy can be screened out.</p>

airport's most recent Airport Noise Action Plan (approved by the Secretary of State on a five yearly basis);

6. Include an effective noise control, monitoring and management scheme that ensures that current and future operations at the airport are fully in accordance with the policies of this Plan and any planning permission which has been granted;
7. Include proposals which will over time result in a proportionate diminution and betterment of the effects of aircraft operations on the amenity of local residents and occupiers and users of sensitive premises in the area, such as through measures to be taken to encourage fleet modernisation or otherwise;
8. Incorporate sustainable transportation and surface access measures in particular which minimise use of the private car, and maximise the availability and use of sustainable transport modes and seek to meet modal shift targets, all in accordance with the London Stansted Sustainable Development Plan;
9. Incorporate suitable road access for vehicles including any necessary improvements required as a result of the development and demonstrate that the proposals do not adversely affect the adjoining highway network; and will not lead to detriment to the amenity of the area and neighbouring occupiers;
10. Be consistent the latest Sustainable Development Plan for the Airport.

#### North Stansted Employment Area

This 55 hectare site is allocated for B1, B2 and B8 Employment uses.

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

#### Airport-related Car Parking

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

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

	<p>London Stansted Airport Strategic Allocation Development proposals at the London Stansted Airport Strategic Allocation will ensure:</p> <ul style="list-style-type: none"> <li>• Appropriate strategic landscaping will be provided both on and off site, which shall have regard to the potential for significant visual prominence within the wider area of built development and which does not increase risk to aviation operations arising from structures, lighting, bird strike or open water and having regard to operational and national security considerations; and</li> <li>• The height and design of buildings will reflect the site's countryside setting, its visibility from surrounding countryside; and</li> <li>• Provision is made for sustainable drainage and the disposal of surface water in order to prevent any harm occurring to neighbouring land.</li> </ul> <p>Strategic Landscape Areas Development will not be permitted within those areas identified as strategic landscape areas on the Policies Map Inset.</p> <ul style="list-style-type: none"> <li>•</li> </ul>	
<p>Policy SP12 - Sustainable Development Principles</p>	<p>The Council will support development which ensures the prudent and sustainable management of the District's towns, villages and countryside by:</p> <ul style="list-style-type: none"> <li>• Employing best practice in sustainable design and construction;</li> <li>• Encouraging the redevelopment of previously-developed land which is unused or under-used for uses which are sustainable and protect the natural environment in that location;</li> <li>• Minimising the amount of unallocated greenfield land that is developed;</li> <li>• Retaining and enhancing the character, appearance and setting of those areas, settlements or buildings that are worthy of protection;</li> <li>• Reducing, to a safe level, any pollution that may result from development;</li> <li>• Reducing, to a safe level, any impacts arising from known or potential contamination both on development sites and on sites which affect development sites;</li> <li>• Locating development on land identified as being at low risk of flooding and taking into account any potential increased risk of flooding from new development being designed to reduce the overall risk of flooding both to the development site, and any cumulative impacts from the development on local areas susceptible to flooding;</li> <li>• Promoting development that minimises consumption of and protects natural resources including water;</li> <li>• Promoting development that makes provision for waste recycling; and</li> <li>• Promoting development which is located and designed to be energy efficient.</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating sustainable development. By definition sustainable development will not result in likely significant effects.</p> <p>There are no linking impact pathways present.</p>
<p><b>Housing</b></p>		
<p>Policy H1 – Housing Density</p>	<p>Unless otherwise specified in a Neighbourhood Plan, housing development will be expected to achieve densities within the following ranges depending on the location of the development and taking into account to the character of the area.</p>	<p>No HRA implications.</p> <p>This is a development management policy that identifies housing densities. It does not provide for any quantum of</p>

	<table border="1"> <thead> <tr> <th data-bbox="412 201 797 245">Location</th> <th data-bbox="797 201 1180 245">Number of Dwellings per Hectare</th> </tr> </thead> <tbody> <tr> <td data-bbox="412 245 797 379">Within the town Development Limits of Saffron Walden and Great Dunmow</td> <td data-bbox="797 245 1180 379">35-60</td> </tr> <tr> <td data-bbox="412 379 797 459">Within Development Limits of any other settlement</td> <td data-bbox="797 379 1180 459">30-50</td> </tr> <tr> <td data-bbox="412 459 797 504">Adjacent to any settlement</td> <td data-bbox="797 459 1180 504">30-50</td> </tr> </tbody> </table> <p data-bbox="412 504 1420 564">Housing development will be expected to make the most efficient use of land having regard to the Design Policies D1-D10 set out in the Local Plan.</p>	Location	Number of Dwellings per Hectare	Within the town Development Limits of Saffron Walden and Great Dunmow	35-60	Within Development Limits of any other settlement	30-50	Adjacent to any settlement	30-50	<p data-bbox="1444 201 1592 223">development.</p> <p data-bbox="1444 261 1939 284">There are no linking impact pathways present.</p>
Location	Number of Dwellings per Hectare									
Within the town Development Limits of Saffron Walden and Great Dunmow	35-60									
Within Development Limits of any other settlement	30-50									
Adjacent to any settlement	30-50									
Policy H2 - Housing Mix	<p data-bbox="412 571 1420 737">New housing developments will provide for a mix of house types and sizes to meet the different needs of the local area and the District as a whole including a significant proportion of 3 and 4+ bedroom market housing and 2 and 3 bedroom affordable housing to meet the needs of families as evidenced by the most recent Strategic Housing Market Assessment having regard to local character, significance of heritage assets and the viability of the development which will be assessed on a site by site basis.</p>	<p data-bbox="1444 571 1671 593">No HRA implications.</p> <p data-bbox="1444 632 2096 708">This is a development management policy relating to the requirement of a mix of houses. It does not allocate any type, location or quantum of development.</p> <p data-bbox="1444 740 1939 762">There are no linking impact pathways present.</p>								
Policy H3 - Sub-division of Dwellings and Dwellings in Multiple Occupancy	<p data-bbox="412 775 1420 829">The subdivision of dwellings into two or more units or the change of use of dwellings to houses of multiple occupancy will be permitted provided that:</p> <ol data-bbox="434 829 1420 1219" style="list-style-type: none"> <li>Sufficient car parking is provided in accordance with the Essex Parking Standards, Local standards and subsequent updates;</li> <li>There would be no material overlooking of neighbouring properties;</li> <li>A reasonable amount of amenity space is provided in accordance with the Essex Design Guide or subsequent design guidance for the occupiers of the newly-created units;</li> <li>If the dwelling is located within a flood risk area, no residential unit is created without access to a first floor level for refuge;</li> <li>The development would not have a detrimental effect on the character of the area by reason of: <ol data-bbox="456 1107 1420 1219" style="list-style-type: none"> <li>On street parking;</li> <li>The loss of garden space for use as car parking; and</li> <li>Unreasonable noise and disturbance to the occupiers of neighbouring properties from vehicles or any other cause.</li> </ol> </li> </ol>	<p data-bbox="1444 775 1671 798">No HRA implications.</p> <p data-bbox="1444 836 2096 912">This is a development management policy relating to subdivision of existing residential units. It does not allocate any location or quantum of development.</p> <p data-bbox="1444 944 1939 967">There are no linking impact pathways present.</p>								
Policy H4 - House Extensions and Replacement Dwellings beyond Development Limits	<p data-bbox="412 1257 1144 1279">House extensions and replacement dwellings beyond the Green Belt:</p> <ul data-bbox="434 1286 1420 1390" style="list-style-type: none"> <li>Proposals to extend or replace existing dwellings within the area designated as Countryside or Countryside Protection Zone will be permitted provided that the proposal would not materially increase the impact of the dwelling on the appearance of the surrounding countryside or the open character of the Countryside Protection Zone</li> </ul>	<p data-bbox="1444 1257 1671 1279">No HRA implications.</p> <p data-bbox="1444 1318 2096 1362">This is a development management policy relating to the extension and replacement of existing dwellings.</p>								

	<p>by virtue of its siting, scale, height, character and design.</p> <ul style="list-style-type: none"><li>• A replacement dwelling should be positioned on or close to the footprint of the existing dwelling, unless design, landscape, highway safety, residential amenity or other environmental grounds indicate that a more appropriate location on the plot can be justified.</li></ul> <p>House extension and replacement dwellings within the Green Belt:</p> <ul style="list-style-type: none"><li>• House extensions will be permitted which would not result in disproportionate additions to the original dwelling or harm the purposes of the Green Belt; and</li><li>• Replacement dwellings should be positioned on or close to the footprint of the existing dwelling and will only be permitted if they are not materially larger than the one it replaces.</li></ul> <p>Both within the Green Belt and beyond it account will be taken of the size of the existing dwelling, the extent to which it has previously been extended or could be extended under permitted development rights, and the character of the area.</p>	<p>There are no linking impact pathways present.</p>
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<p>Policy H5 - Residential Development in Settlements without Development Limits</p>	<p>Proposals for small scale residential development on sites in settlements without development limits will be permitted assuming the following criteria are met;</p> <ul style="list-style-type: none"> <li>• The setting of existing buildings, the natural and historic environment, and the character of the area are protected;</li> <li>• A reasonable amount of amenity spaces is provided in accordance with the Essex Design Guide or subsequent design guidance;</li> <li>• The development would not have an overbearing effect or cause disturbance to neighbouring properties;</li> <li>• There would be no material overlooking or overshadowing of neighbouring properties; and</li> <li>• The resulting development would not result in unreasonable noise and disturbance to the occupiers of neighbouring properties from vehicles or any other cause.</li> </ul>	<p>No HRA implications.</p> <p>This policy relates to a set of criteria that must be met for small scale residential development in settlements without development limits. It does not identify any type, quantum or location of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy H6 - Affordable Housing</p>	<p>Developments on sites which provide for 11 dwellings or more, or residential floor space of more than 1,000 sq m (combined gross internal area), will be required to provide 40% of the total number of dwellings as affordable dwellings on the application site and as an integral part of the development. The council will prepare a Supplementary Planning Document on Affordable Housing.</p> <p>Where it can be evidenced to the satisfaction of the Council that this requirement would render the development unviable the Council will negotiate an appropriate provision of affordable housing. In exceptional circumstances, where this cannot be achieved, off-site provision and/ or commuted payments in lieu of on-site provision may be supported where this would offer an equivalent or enhanced provision of affordable housing.</p> <p>Affordable housing units will be distributed through the development in appropriately sized, non-contiguous clusters. The tenure mix of affordable housing should reflect the most up to date local housing need evidence and viability on individual sites.</p> <p>Developers may not circumvent this policy by artificially subdividing sites. Where sites are subdivided, the Council will normally expect each subdivision or smaller development to contribute proportionally towards achieving the amount of affordable housing which would have been appropriate on the whole or larger site.</p> <p>To prevent the loss of affordable housing to the general housing market, the Council will, where appropriate, require long term safeguards to be in place to ensure the benefit of affordable housing will be enjoyed by successive occupiers. This will normally be secured through a section 106 agreement.</p>	<p>No HRA implications.</p> <p>A development management policy relating to affordable housing. It does not provide any location or quantum of housing.</p> <p>There are no linking impact pathways present.</p>
<p>Policy H7 - Affordable Housing on Exception Sites</p>	<p>Development of affordable housing will be permitted outside settlements on a site where housing would not otherwise normally be permitted, if it meets all the following criteria;</p> <ul style="list-style-type: none"> <li>• The development will meet a local need that cannot be met in any other way, as demonstrated by an up to date housing needs survey prepared within the last three years;</li> <li>• The development is of a scale appropriate to the size and facilities; of the settlement; and</li> <li>• The site adjoins the settlement.; and</li> <li>• There is an up to date housing needs survey prepared within the last three years.</li> </ul> <p>The inclusion of market housing in such schemes will be supported provided that:</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to Exception Sites. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>

	<ul style="list-style-type: none"> <li>• Viability assessments demonstrate that the need for the market housing component is essential for the successful delivery of the development; and</li> <li>• The proportion of market housing is the minimum needed to make the scheme viable.</li> </ul>	
<p>Policy H8 – Self-Build and Custom Build Housing</p>	<p>Self and Custom Build proposals will be supported where they seek to address the need and demand for self and custom build housing and:</p> <ul style="list-style-type: none"> <li>• The site is located within or adjoins the settlement;</li> <li>• Are of high quality design and accord with plot passports (where appropriate);</li> <li>• Are constructed sustainably and are energy efficient; and</li> <li>• Do not conflict with other policies in the local plan.</li> </ul> <p>Self and Custom Build proposals will be supported as part of the Garden Communities and strategic sites.</p> <p>Where land is proposed for self and custom build plots located within Garden Communities and strategic sites, a design code and individual Plot Passports should be prepared and submitted to the Council for approval. Together, these will regulate the form of development, establishing building parameters such as heights, footprints, set-backs, densities and parking requirements.</p> <p>Neighbourhood plans may designate self and custom build sites where demand is identified. In line with identified demand, a proportion of the self-build plots should be provided as affordable housing. These should be provided:</p> <ul style="list-style-type: none"> <li>• At an appropriate discount below market value; and</li> <li>• To households in housing need with a relevant local connection.</li> </ul> <p>If Self or Custom Build plots are not sold after being marketed appropriately for 24 months, then they should remain on the open market as Self or Custom Build plots or be offered to the Council as land to deliver additional affordable housing. If there is no interest from the above after a further 12 months then the developer can build out the site as open market housing.</p>	<p>No HRA implications.</p> <p>This policy relates to custom build proposals. It does not identify and location or quantum of development.</p> <p>There are no linking impact pathways.</p>
<p>Policy H9 - Sites for Gypsies, Travellers and Travelling Showpeople</p>	<p>Planning permission for new Gypsy and Traveller or Travelling Showpeople sites will be granted if the following criteria are met:</p> <ul style="list-style-type: none"> <li>• The applicant has adequately demonstrated a need for a site in the District and the number and type of pitches or plots proposed;</li> <li>• The site is located in a sustainable location, well related to a settlement with a range of services and facilities, including a primary school and healthcare facilities;</li> <li>• The site is located, designed and landscaped to minimise any impact on the natural, built and historic environment;</li> <li>• The site has safe pedestrian and vehicular access to and from the public highway and provides adequate space for parking, turning and servicing on site;</li> <li>• The site is not located in Flood Zone 3 and passes the Exception Test if the site is located in Flood Zone 2;</li> <li>• The site is, or can be, connected to physical infrastructure including drainage, water supply, power and other necessary utility services; and</li> <li>• The layout of the site and associated facilities including pitches/ plots, hard-standings, amenity blocks, vehicular and pedestrian access, play areas and boundary treatments</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to new Gypsies and Travellers and Travelling Showpeople sites. It does not provide any location or quantum of development.</p> <p>There are no linking impact pathways present.</p>

	<p>are well planned to support health and well-being. Plots for Travelling Showpeople should be large enough to accommodate the storage and maintenance of rides and equipment.</p>	
Policy H10 - Accessible and Adaptable Homes	<p>Provision will be made for housing, including bungalows, that meets the needs of the ageing population and those with disabilities. Housing designed specifically for older people should offer easy access to community facilities, services and frequent public transport, or where this is not possible facilities and services should be available on-site. Where possible schemes should be well-related and integrated with the wider neighbourhood. Subject to viability older people's housing developments should be designed in accordance with the HAPPI principles. New housing must be designed and constructed in a way that enables it to be adapted to meet the changing needs of its occupants over time. For this reason the Council requires all new housing on sites of 11 or more dwellings (market and affordable) to meet the optional Building Regulations Requirement M4(2): Category 2 (Accessible and Adaptable Dwellings). 10% of market housing and 15% of affordable housing will be required to meet Category 3 (M4(3)) requirements (Wheelchair user dwellings). Only where circumstances exist where it can be demonstrated by the applicant that it is not practically achievable or financially viable to deliver will new development be exempt from this policy.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the provision of homes for elderly and people with disabilities. It does not identify a quantum or location of development.</p> <p>There are no linking impact pathways present.</p>
Policy H11 – Specialist Housing	<p>Specialist housing is defined as accommodation, which has been specifically designed and built to meet the needs of the elderly, disabled, young or vulnerable adults, and may include some elements of care and support for everyone who lives there. Proposals for specialist housing will be permitted within development limits providing that all the following criteria are met:</p> <ul style="list-style-type: none"> <li>• Everyday services that users would expect to access, such as shops and health services should be available on site or should be located close by and be able to be accessed by a range of transport modes</li> <li>• Parking should be provided in line with the Council's approved standards</li> <li>• There is an appropriate level of private amenity space to meet the needs of residents</li> </ul> <p>Sites beyond development limits will be favourably considered if in addition to the above criteria:</p> <ul style="list-style-type: none"> <li>• The site adjoins a settlement</li> <li>• The setting of existing buildings, the natural and historic environment and the character of the area are protected</li> <li>• The development would not have an overbearing effect or cause disturbance to neighbouring properties</li> <li>• There would be no material overlooking or overshadowing of neighbouring properties.</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to the provision of specialist housing. It does not identify a quantum or location of development.</p> <p>There are no linking impact pathways present.</p>
<b>Employment</b>		
Policy EMP1 - Employment Strategy	To accommodate new employment opportunities in the District, the Council will:	No HRA implications.

	<ul style="list-style-type: none"> <li>• Support B-use, Non B-use and complimentary sui generis use class employment opportunities at the three new Garden Communities at Easton Park, West of Braintree and North Uttlesford Garden Village;</li> <li>• Support general business, industrial and warehousing uses (other than those which constitute 'strategic warehousing') on 55 hectares of land in the North Stansted Employment Area</li> <li>• Support and protect the provision of airport related commercial uses within the airport boundary as set out in Policy SP11;</li> <li>• Enable and support the further development of Research and Development space and associated activities and facilities at Chesterford Research Park as specified in Section 13 (Non Residential Allocations). The development of this site could include a research institute;</li> <li>• The existing Principal Employment Areas set out in Appendix 6 as shown on the Policies Map shall be protected for B1, B2, B8 or complimentary sui generis uses. Once developed, strategic allocations containing B1, B2, B8 or complimentary sui generis uses are safeguarded as Principal Employment Areas. Changes of use or redevelopment within the employment areas and sites which would result in a loss of floor space for economic development uses will be resisted.</li> <li>• Existing employment sites which are considered to be no longer suited to these uses, and which will be made available for other purposes, are identified in the Allocations Policies.</li> <li>• The Council will seek to mitigate any adverse effects upon any businesses displaced as a consequence. The planning reasons which may warrant the release of other land currently occupied by offices, factories or warehousing will be identified in the Development Management Policies</li> <li>• The manner in which proposals for locating non-employment uses on existing industrial estates will be assessed is set out in Policy EMP2</li> <li>• The Council will work with education providers and business representatives to encourage the provision of educational and vocational training courses which match the skills required by new and emerging businesses.</li> <li>• The Council will support the provision of small scale office units to accommodate the needs of small sized businesses including 'incubator' and 'grow on space'.</li> <li>• The Council will continue to work with key stakeholders and providers to improve access to high speed and next generation information technology infrastructure across the District throughout the Local Plan period by supporting, enabling and, where necessary and practical, assisting its provision.</li> </ul>	<p>This policy outlines the employment strategy which aims to support employment development. It does not identify any quantum of development.</p> <p>There are no linking impact pathways present</p>
<p>Policy EMP2 - Existing and Proposed Employment Areas</p>	<p>Existing and proposed employment areas identified as such on the policies map will be safeguarded for offices, warehouses, industrial and complimentary 'sui generis' uses. Planning permission will only be granted for the change of use or redevelopment or extension of sites or premises in these areas for uses other than those identified above in exceptional circumstances either criterion a) is met or criteria b) and c) are met:</p> <p>a) The proposed use provides an essential community benefit which demonstrably</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to safeguarding existing and proposed employment areas. It does not identify any type or quantum of development.</p>

	<p>cannot be located elsewhere within the area it serves</p> <p>b) The proposed use would not conflict with any existing or potential other employment uses in the employment area in terms of environmental, traffic generation or any other planning matters; and</p> <p>c) Where the applicant is able to provide demonstrable proof that the employment use is no longer viable. The non-viability of employment uses would need to be proven either by marketing or an independent assessment in accordance with the requirements set out in Appendix 5.</p>	<p>There are no linking impact pathways present.</p>
<p>Policy EMP3 - Non-Estate Employment Uses</p>	<p>Employment sites located outside the identified employment areas but within development limits should be retained for employment use. Exceptions to this may be permitted where the applicant is able to provide demonstrable proof that the employment use is no longer viable.</p> <p>The non-viability of employment uses would need to be proven either by marketing or an independent assessment in accordance with the requirements set out in LP Appendix 5.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to Non-Estate Employment Uses. It does not identify any location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EMP4 - Rural Economy</p>	<p>Proposals which sustain and enhance the rural economy by creating and/ or safeguarding businesses and jobs will be supported where they are of an appropriate scale to their location, protect the environmental quality and character of the rural area and protect the best and most versatile agricultural land (Grades 1, 2 and 3a). The following types of development are considered to be acceptable:</p> <p>a) Schemes for farm diversification involving small-scale business and commercial development that contribute to the operation and viability of the farm holding</p> <p>b) Small-scale tourism proposals, including visitor accommodation;</p> <p>c) Proposals that recognise the economic benefits of the natural and historic environment as an asset to be valued, conserved and enhanced;</p> <p>d) The expansion of businesses in their existing locations dependent upon the nature of the activities involved and provided the development does not conflict with other policies in the Local Plan;</p> <p>e) Small scale employment development to meet local needs; and</p> <p>f) The use of land for agriculture, forestry and equestrian activity.</p> <p>The re-use of rural buildings will be supported provided that:</p> <p>g) The redevelopment of a rural building does not lead to the conversion of annexes and buildings into separate dwellings.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to enhancing the rural economy. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p><b>Retail</b></p>		
<p>Policy RET1 - Town and Local Centres Strategy</p>	<p>New retail, employment, leisure and cultural uses will be supported and focused in the town and local centres as defined on the Policies Map.</p> <p>Taking into account the Council's Retail Study 2016 and any subsequent update to that Retail Study during the Local Plan Period, new retail floor space will be supported where it is directly consistent with identified need.</p>	<p>No HRA implications.</p> <p>This is a development management policy that supports the provision of new retail, leisure and cultural facilities in the town and local centres identified.</p> <p>This policy does not explicitly provide for any quantum or</p>

	<p>To ensure the vitality and viability of Uttlesford's existing town and local centres the location and scale of development will need to be consistent with the following hierarchy with larger scale development focused on the town centres:</p> <p><u>Town Centres</u> Saffron Walden Great Dunmow</p> <p><u>Local Centres</u> Stansted Mountfitchet Thaxted</p> <p><u>Proposed Local Centres</u> North Uttlesford Garden Community Easton Park Garden Community West of Braintree Garden Community Convenience floor space capacity arises by 2026 for a small to medium sized food store in both Saffron Walden and Great Dunmow.</p> <p>There is capacity for additional comparison floor space in Saffron Walden by 2026, amounting to 5,000 sq.m (net). There is no capacity in Great Dunmow for comparison floor space by 2026.</p> <p>The type and scale of retail development within the new garden communities should be commensurate with their scale and will be determined through the master planning process for each garden community.</p> <p>The presumption therefore is that new retail development is first provided in the existing town centres with a preference to preserve their vitality and viability. However, retail in the Garden Community Local Centres is important to achieving the garden city principles.</p>	<p>type of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy RET2 - The Location and Impact of New Retail Development</p>	<p>Any proposals for retail and other town centre uses outside the defined town and local centres or other sites allocated for those uses must demonstrate compliance with the impact and the sequential tests in the National Planning Policy Framework. A Retail Impact Assessment must accompany proposals that exceed 1,000 sq.m (net) in Uttlesford district.</p>	<p>No HRA implications.</p> <p>This policy outlines the requirement of any retail proposals to demonstrate compliance with the NPPF but undertaking a Retail Impact Assessment. It does not identify location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy RET3 - Town and Local Centres and Shopping Frontages</p>	<p>Along Primary Shopping Frontages as identified on the Policies Map, change of use (that require planning permission) of the ground floor to non-A1 uses will only be permitted if the applicant is able to demonstrate that the unit is not viable as an A1 shop use. The change of ground floor uses (see the definition in the NPPF) to uses falling outside the definition will only</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to shopping frontages. It does not provide any location or</p>

	<p>be permitted if the applicant is able to demonstrate that the unit is not viable as a main town centre use. The non-viability of the unit would need to be proven by marketing and an independent assessment in accordance with the requirements set out in Appendix 5.</p> <p>Along Secondary Shopping Frontages as identified on the Policies Map change of use of A1 shop units to town centre uses of retail, leisure, office and other main town centre uses will be permitted. The change of ground floor uses from main town centre uses (see the definition in the NPPF) to uses falling outside that definition will only be permitted if the applicant is able to demonstrate that the unit is not viable as a main town centre use. The non-viability of the unit would need to be proven by marketing and an independent assessment in accordance with the requirements set out in Appendix 5.</p> <p>Along both Primary and Secondary Shopping Frontages change of use to residential will be allowed on upper floors. Mixed use schemes with a residential element will be appropriate within the town and local centres.</p> <p>Development that would contribute to the tourism function within these centres will be supported where it conserves or enhances the character of the townscape.</p>	<p>quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy RET4 - Loss of Shops and Other Facilities</p>	<p>Beyond the defined Town and Local Centres change of use (that require planning permission) of shops and other community facilities including those identified in the list of Assets of Community Value will only be permitted where the applicant can demonstrate that:</p> <ul style="list-style-type: none"> <li>• There is no significant demand for the facility within the catchment area;</li> <li>• The facility is not financially viable;</li> <li>• The marketing criteria in Appendix 5 has been met; and</li> <li>• Equivalent facilities in terms of their nature and accessibility are available or would be made available nearby.</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to the change of use of shops and community facilities.</p> <p>There are no linking impact pathways present.</p>
<p>Policy RET5 - New Shops in Rural Areas</p>	<p>For settlements where a Town or Local Centre is not identified, planning permission will be granted for new shops on sites beyond development limits where all the following criteria are met:</p> <ul style="list-style-type: none"> <li>• The proposal is of a size compatible with the catchment area it is intended to serve;</li> <li>• The site is well related to the village and has the potential to reduce the need for travel by car;</li> <li>• There would be no adverse impact on existing shops within the catchment area;</li> <li>• There would be no adverse impact on the character and amenity of the area including visual intrusion, noise and traffic generation; and</li> <li>• There are no suitable alternative sites within development limits.</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to new shops in rural areas. It does not identify and location or quantum of retail development.</p> <p>There are no linking impact pathways present.</p>
<p><b>Transport</b></p>		
<p>Policy TA1 - Accessible Development</p>	<p>Development and transport planning will be coordinated to reduce the need to travel by car, increase public transport use, cycling and walking and improve accessibility and safety in the District while accepting the rural nature of the District. The overall need to travel (especially by</p>	<p>No HRA implications.</p> <p>This is a positive development management policy relating</p>

	<p>car) to meet the day to day service needs will be minimised. Development proposals will be located in close proximity to services and make use of sustainable forms of travel (walking, cycling and public transport) to fulfil day to day travel needs as a first requirement. To achieve this:</p> <ul style="list-style-type: none"> <li>• The capacity of the access to the main road network and the capacity of the road network itself must be capable of accommodating the development safely and without causing severe congestion;</li> <li>• Development will maintain or improve road safety and take account of the needs of all users, including mobility impaired users;</li> <li>• New development should be located where it can be linked to services and facilities by a range of transport options including safe and well designed footpaths and cycle networks, public transport and the private car;</li> <li>• Development should be located where it can provide safe, attractive, direct walking and cycling routes between new developments and schools / other community infrastructure, together with appropriate design for these new facilities that encourages and delivers sustainable travel.</li> <li>• Existing rights of way, cycling and equestrian routes (designated and non-designated routes and, where there is evidence of regular public usage, informal provision) will be protected and, should diversion prove unavoidable, provide suitable, appealing replacement routes to equal or enhanced standards ensuring provision for the long-term maintenance of any of the above</li> <li>• A Transport Assessment will be required on all developments creating significant impact on the highway to assess the impact and potential mitigation required.</li> <li>• Travel Plans will be required for major development proposals to encourage a reduction in single occupancy car travel will be achieved through a series of measures and targets, on larger developments a travel plan co-ordinator will be required.</li> <li>• Appropriate and safe networks, as defined by the Essex Local Transport Plan, will be provided to allow for increasingly independent travel by vulnerable road users to allow such individuals to provide for their own travel needs.</li> </ul>	<p>to the accessibility of development in order to promote sustainable transport, which can reduce atmospheric pollution contributions. This policy does not identify any specific scheme, location, type or quantum of development. This policy promotes and encourages the use of sustainable transport methods that have potential to result in a reduction in emissions of air pollutants.</p> <p>There are no linking impact pathways present.</p>
<p>Policy TA2 - Sustainable Transport</p>	<p>Sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into the wider community and existing networks. Priority should be given to cycle and pedestrian movements and access to public transport. Development proposals should provide appropriate provision to maximise modal shift potential for all the following transport modes:</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the provision of sustainable transport, which can reduce atmospheric pollution contributions. This policy does not</p>

	<ul style="list-style-type: none"> <li>• Pedestrian (including disabled persons and those with impaired mobility), through safe, accessible, direct and convenient design and layout of routes within the new development and wider pedestrian network. Safeguarding existing Public Rights of Way and promoting enhancements to the network, where appropriate, to offer appropriate routes for walking, cycling, horse riders and recreational opportunities;</li> <li>• Cycling, through safe design and layout of routes integrated into the new development and contributing towards the development and enhancement of the cycle network and provision of secure cycle parking and where appropriate, changing and shower facilities;</li> <li>• Public transport, through measures that will improve and support public transport and provide new public transport routes;</li> <li>• Community transport, through measures that will promote car pools, car sharing and voluntary community buses, community services and cycle schemes;</li> <li>• Servicing, refuse and emergency vehicles where viable and practical; and</li> <li>• Facilities for charging plug-in and other ultra-low emission vehicles (see Policy TA3 below)</li> </ul>	<p>identify any specific scheme, location, type or quantum of development. This is a positive policy as it promotes and encourages the use of sustainable transport methods that have potential to result in a reduction in emissions of air pollutants.</p> <p>There are no linking impact pathways present.</p>
<p>Policy TA3 - Provision of Electric Charging Points for Vehicles</p>	<p>The following provision of charging points will be required:</p> <p>Provision of Charging Points/ Parking Bays in New Development (including Conversions)</p> <p>Houses: One charging point per house with garage or driveway          Flats (&lt;50 units): One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling (subject to minimum provision as above).          Flats (&gt;50 units): Further dedicated charging bays totalling 2% of the total provision.          Other Development (&lt;50 Bays): One parking bay marked out for use by electric vehicles only, together with charging infrastructure and cabling.          Other Development (&gt;50 Bays): Further dedicated charging bays totalling 2% of the total provision.          Phasing: Standard provision (as set out above) could be supplemented by the installation of groundwork/ passive wiring at the commencement of development in order to enable further installation to match demand.</p> <p>It should be noted that where charging facilities are shared (for example through the development of flats) that any provision of infrastructure should also include arrangements for the future operation and maintenance of the facility.</p> <p>In addition for new flat schemes need to provide future proofing measures, such as appropriate wiring (i.e. wired ready to fit) to ensure that demand for electric vehicles can be met as this</p>	<p>No HRA implications.</p> <p>This is a positive development management policy for electric charging points in new development. A shift away from diesel and petrol vehicles to electric vehicles can reduce atmospheric pollution contributions at sensitive locations.</p> <p>There are no linking impact pathways present.</p>

	increases over time.	
Policy TA4 - Vehicle Parking Standards	Development will be permitted where the number, design, location, size and layout of vehicle parking spaces proposed is appropriate for the use and location, as set out in relevant parking standards approved by the Council. If the proposal is a use for which there is no relevant approved standard the applicant will be required to demonstrate that the number of parking spaces being provided is appropriate for the use and location.	<p>No HRA implications.</p> <p>This is a development management policy relating to the provision of appropriate vehicle parking with new development. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
Policy TA5 - New Transport Infrastructure or Measures	<p>The provision of new or enhanced transport infrastructure and initiatives will be pursued and implemented in partnership with the relevant transport providers. Developer funding for or provision of highway and transportation works and measures will be sought as appropriate.</p> <p><u>Walking and Cycling Improvements</u> Wenden Road Cycle Route Scheme - Saffron Walden to Audley End station cycle route improvements were delivered in 2015.</p> <p>Great Chesterford to Saffron Walden Cycle Route Scheme: with the aim of connecting Saffron Walden via Littlebury to Great Chesterford and then on to Hinxton providing a link to cycle routes to Cambridge.</p> <p>Fritch Way Improvements – New walking and cycling connections planned south of Great Dunmow.</p> <p>M11 Junction 8 – Walking and cycling routes and crossing facilities to be incorporated as part of planned junction improvement scheme to improve connectivity for these modes.</p> <p>Schemes within the Essex Cycling Strategy and Uttlesford Cycling Strategy.</p> <p><u>Rapid Transit corridors</u></p> <p>Support sustainable transportation connectivity between Braintree – Great Dunmow, Stansted Airport and Bishop Stortford.</p> <p><u>Rail Improvements</u> West Anglia Mainline - Cambridge to Stansted Improvements - Greater Anglia recently secured new long-term franchise to operate services. Introducing new rolling stock to increase capacity of existing services into London. Limited additional services (although outside of peak periods), Wifi and customer service enhancements will be introduced. Improved accessibility for and to rail stations that will serve new developments including cycle parking in those developments (Policy TA4), cycle and pedestrian routes and bus infrastructure.</p>	<p>No HRA implications.</p> <p>This policy provides for new infrastructure schemes such as walking and cycling improvements, rail improvements and strategic highways improvements. Improvements to walking and cycling and rail networks has the potential to shift people to use these more sustainable modes of transport and thus potentially reduce atmospheric pollution contributions, however changes to highways could improve air quality, whilst equally could result in reduced air quality. However, due to the distance of Uttlesford from Epping Forest SAC (more than 13km), it is unlikely that these road schemes would provide any changes to traffic flows at the SAC.</p> <p>As such it is considered that there are no realistic linking impact pathways present.</p>

	<p>Braintree Branch line - Cressing Loop - Network Rail has accepted the need for a passing loop at Cressing to allow two trains to pass on the single line thereby doubling service capacity between Braintree and London. Work is expected to commence during Control Period 6 (2019 to 2024). An additional passing loop north of Witham station is also included in Control Period 6 investment.</p> <p><u>Strategic Highway Improvements</u> Essex County Council in conjunction with Highways England produced a short to medium term improvement to increase traffic capacity at M11 Junction. A scheme is planned for joint funding by Highways England's Growth &amp; Housing Fund and the Local Economic Partnership. Preliminary scheme has been approved by Highways England for further detailed business case assessment. A longer term major improvement is also being developed by the Essex and Hertfordshire County Councils with Highways England for a Road Infrastructure Strategy bid. ECC have produced and validated a sophisticated traffic model to test options from which a scheme can be derived.</p> <p>Cambridgeshire County Council are currently undertaking a detailed Study of the A505 regards future improvements.</p> <p><u>Local Highway Improvements</u> The District Council will continue to work with Essex County Council to deliver Transport measures in Saffron Walden to support movement across town and more sustainable travel behaviour especially to provide opportunities for traffic to avoid the centre.</p> <p>New developments will be assessed for their impacts on the network and where necessary, capacity, safety and enhancements to transport provision will be required from the developer to mitigate the impact on the network or linking to the network, this may include schemes within the Uttlesford Transport Study.</p>	
<b>Infrastructure</b>		
<p>Policy INF1 - Infrastructure Delivery</p>	<p>Development must take account of the needs of new and existing populations. It must be supported by the timely delivery of infrastructure, services and facilities necessary to meet the needs arising from the development. This is particularly important for the new garden communities. Each development must address physical, community, social and green infrastructure. In assessing capacity, developers will provide evidence as to whether existing infrastructure can be used more efficiently, or whether the impact of development can be reduced through promoting behavioural change.</p> <p>Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal in a timely manner. It must further demonstrate that such required capacity will prove sustainable over time physically and financially.</p> <p>A combination of funding sources will be sought to deliver the infrastructure required to deliver</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the delivery of infrastructure. It does not identify a location or quantum of development.</p> <p>There are no linking impact pathways present.</p>

the spatial strategy. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Council and the appropriate infrastructure provider. Such measures include (but not exclusively):

Financial contributions towards new or expanded facilities/their maintenance;

Direct provision or construction of new provision;

Off-site capacity improvement works; and/or

The provision of land.

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

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

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

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

Exceptions to this policy will only be considered whereby:

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

	viability improves prior to completion of the development.	
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Policy INF2 – Protection, Enhancement and Provision of Open Space, Sports Facilities and Playing Pitches

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

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

- a. An up to date Sports Strategy or an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b. Replacement facilities will be provided of an equivalent or increased size and quality to serve the needs of the area; and which will be made available before development of the existing site begins; or
- c. It can be demonstrated that disposal will facilitate alternative investment in sports or leisure related activity
- d. In the case of school and college grounds, the loss through development may be permitted where the development meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site.

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

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

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

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

<b>Open Space Requirements or based on the most up to date standards</b>			
Type of Provision	Level of Provision (Square metres per person)	Threshold for On-Site Provision	Threshold for Off-Site Provision
Amenity Greenspace	10	All development of 10 dwellings or over	All developments under 10 dwellings and development of 10 dwellings or over where on-site provision is not possible
Provision for children and young	2	All development of 10 dwellings or over	All development under 10 dwellings and development of

No HRA implications.

This is a positive development management policy that aims to retain open space, which could potentially divert recreational pressure away from an internationally designated site.

There are no linking impact pathways present.

	people (LAPS, LEAPS and NEAPS)			10 dwellings or over where on-site provision is not possible	
	Allotments	2	All development of 10 dwellings of over	All development under 10 dwellings and where no on site provision is not possible	

<p>Policy INF3 - Health Impact Assessments</p>	<p>New developments which are designed, constructed and managed in ways that improve health and promote healthy lifestyles and help to reduce health inequalities in the District will be supported.</p> <p>The following development proposals should undertake a Health Impact Assessment (HIA):</p> <ul style="list-style-type: none"> <li>• Residential development (Class C3) proposals of more than of 50 units</li> <li>• Non-residential development of more than 1,000 sqm</li> <li>• Residential care homes and nursing homes (Class C2)</li> <li>• Hot food takeaways (Class A5)</li> <li>• Any application requiring an EIA due to the incorporation of Human Health and Populations from May 2017.</li> </ul> <p>The HIA should set out the impact on health and well-being resulting from a proposal and any demands that are placed on the capacity of health facilities arising from the development.</p> <p>Where significant impacts are identified, planning permission will be granted where infrastructure provision and/ or funding to meet the health service requirements of the development is provided and/ or secured by planning obligations.</p> <p>The Council will require HIAs to be prepared in accordance with the advice and best practice for such assessments as published by the Department of Health, Public Health and other agencies, such as the West Essex Clinical Commissioning Group and other NHS organisations across Essex.</p> <p>Restrictions may need to be applied through appropriate planning conditions to reduce any negative impacts occurring in relation to hot food takeaways (Class A5) subject to HIA findings.</p> <p>Early discussion with the Planning team is strongly advised around any HIA. Advice and guidance is available from Public Health and other Health Partners on these.</p>	<p>No HRA implications.</p> <p>This is a development management policy for promoting healthy lifestyles. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy INF4 - High Quality Communications Infrastructure and Superfast Broadband</p>	<p>New development proposals should demonstrate that they are served by up to date communications infrastructure. As a minimum, new proposals should be directly served by up to date superfast broadband.</p> <p>All new dwellings and non-residential buildings must be served by a Superfast broadband connection, installed on an open access basis. Where this service is fibre based it is anticipated that it will be directly accessed from the nearest BT exchange and threaded through resistant tubing to enable easy access to the fibre for future repair, replacement or upgrading, unless the applicant can demonstrate that this would not be possible, practical or economically viable. In those cases, the developer will ensure that a superfast broadband service is made available via an alternative technology provider, such as fixed wireless or radio broadband.</p> <p>Applications for new or the expansion of existing communications infrastructure (including</p>	<p>No HRA implications.</p> <p>This is effectively a development management policy relating to the provision of communications infrastructure. Increased/ improved communications infrastructure has potential to result in the need for less journeys to be taken, resulting in an improvement in air quality, thus having a positive effect.</p> <p>There are no linking impact pathways present.</p>

	<p>telecommunications and superfast broadband) are supported subject to the following criteria:</p> <ol style="list-style-type: none"> <li>a. Opportunities for sharing sites and/ or combining the proposal with existing or committed masts, buildings or related structures have been explored.</li> <li>b. The proposal has been sympathetically designed, sited, landscaped and camouflaged to minimise its visual impact on the surrounding area.</li> <li>c. The proposal has been designed to minimise disruption should the need for maintenance, adaption or future upgrades arise.</li> </ol> <p>The proposal meets International Commission guidelines.</p> <p>The Council will support investment in high quality communications infrastructure and superfast broadband, including community based networks, particularly where alternative technologies need to be used due to the rural nature of Uttlesford.</p>	
<b>Design and Construction</b>		
<p>Policy D1: High Quality Design</p>	<p>All new development in Uttlesford should contribute to the creation of high quality places through a design-led approach underpinned by good design principles and reflecting a thorough site appraisal. Development proposals should be informed by Building for Life 12 and other good practice principles, including the Essex Design Guide. All buildings, spaces and the public realm should be well-designed and display a high level of architectural quality which responds positively to local context. Development should refer to Secured by Design principles to reduce crime and encourage safer communities.</p> <p>Proposals for new development should seek to optimise the capacity of the site by responding appropriately to the scale, character and grain of the existing built form. Proposals should also demonstrate how they respond to the landscape, local and longer-views and the natural and historic environments.</p> <p>Development should integrate well with existing neighbourhoods, positively contributing to the public realm and street environment, creating well connected, accessible and safe places. Development should provide for a rich movement network and choice of routes.</p> <p>Development should result in healthy places which prioritise active travel and provide opportunities for and access to facilities for sport and physical activity.</p> <p>All development within residential and mixed use areas, including town and local centres, should have active frontages, particularly at street level, and provide a clear distinction between areas of public and private realm.</p> <p>Proposals for new development should demonstrate how they respond to and enhance the</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the quality of new development. It does not allocate any type, location or quantum of design.</p> <p>There are no linking impact pathways present.</p>

	<p>amenity value of an area through consideration of matters such as overlooking, natural light, micro-climate, outlook and amenity space. Equally, proposals for new development should meet the nationally described space standards and the necessary dwelling mix, privacy, daylight and sunlight for future occupiers.</p> <p>New buildings should be designed with flexibility and adaptability in mind, so that they can respond to changing social, environmental, economic and technological needs. New development should be designed such that it does not prejudice future development or design of adjoining sites. Consideration should be given to smart technology solutions that support high quality design outcomes.</p> <p>In residential neighbourhoods and mixed use areas, including town and local centres, the townscape impacts of any large floorplate developments will be minimised through incorporation of finer grain frontages that wrap around the larger unit. This approach also applies to large surface and multi-storey car parks as well as servicing areas in these locations.</p>	
<p>Policy D2: Car Parking Design</p>	<p>Parking within new residential development should be designed such that it is conveniently located and overlooked so that it can be used in the way it is intended for, avoiding informal parking that undermines the quality of the street environment. Parking should be unobtrusive, with garages (where proposed) set back from the building line and street trees used to soften the visual impact of parked cars, particularly on street. The use of permeable surfaces for areas of parking should be promoted will be supported.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to design of car parking within new residential development. It does not allocate any location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy D3: Small Scale Development/ Householder Extensions</p>	<p>Proposals for small scale development, including extensions to existing buildings, must be of a high standard of design, responding to or improving the site and surrounding area.</p> <p>The scale, height and massing of any development or proposed extension should relate to the surrounding area and existing buildings.</p> <p>All new residential developments should accord with appropriate space standards.</p> <p>New development should avoid detrimental impacts on occupiers of surrounding properties, particularly in terms of noise, privacy, overshadowing and access to natural daylight.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to extensions to existing buildings. It does not allocate any location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy D5: Shop Fronts</p>	<p>The Council will support the retention and enhancement of historic shop fronts and other shop fronts of quality that contribute positively to the character and distinctiveness of the locality and historic environment.</p> <p>Shopfront alterations which detract from the public amenity due to poor quality design or inappropriate scale, proportions, materials or detailing will not be supported.</p> <p>Proposals for new shop fronts will be supported where they are of a high quality of design and preserve or enhance the amenity of the locality, including the character and appearance of built and historic environment.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the retention of shops fronts. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways.</p>

	<p>This policy should be read in conjunction with the guidance set out in the Council's supplementary planning document for shop front design</p>	
<p>Policy D4: Development Frameworks and Codes</p>	<p>Development frameworks shall be prepared for the garden communities and all strategic development sites for approval by the Council prior to submission of any planning application. In the case of the new garden communities the development frameworks will be prepared as development plan or supplementary planning documents and adopted by the local planning authority. Where sites subject to a development framework cross multiple land ownerships, the different landowners should work together to prepare a joint development framework that demonstrates how comprehensive development will be delivered.</p> <p>The development frameworks should demonstrate how good place making can be achieved through establishment of:</p> <ul style="list-style-type: none"> <li>• A clear vision and concept for the garden community or strategic development site.</li> <li>• A development and land use plan showing the mix and type of development to come forward, including the broad locations of necessary supporting services, including local centres, open space, play and sports space, health and education.</li> <li>• Framework plans establishing the intended form and grain of development, character areas, densities and building typologies.</li> <li>• Development should demonstrate how it responds to the landscape context and the historic environment.</li> <li>• A movement plan establishing the street hierarchy and typologies, and sustainable transport measures prioritising walking, cycling and public transport.</li> <li>• A green infrastructure plan setting out the network and typology of green spaces, links, flood mitigation areas and areas of ecological importance.</li> <li>• A phasing and delivery plan, demonstrating a logical pattern of development that helps build community with supporting facilities provided at the right time.</li> </ul> <p>Development frameworks should be informed by best practice landscape and urban design principles. Applications for the new garden communities and strategic development sites should demonstrate how they respond to best practice through submission of a Building for Life 12 assessment (or a later equivalent).</p> <p>Development frameworks should outline how infrastructure will be delivered and the mechanisms by which Landowners will work together to deliver those infrastructure items.</p> <p>Prior to the approval of any reserved matters or grant of detailed planning permission the Council will require a Design Code to be prepared for the garden community or strategic development site. Planning applications should demonstrate how they comply with the Design Code.</p>	<p>No HRA implications.</p> <p>This policy relates to development frameworks for all new development. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy D6: Design Review</p>	<p>The Council will require emerging schemes for the new garden communities and other strategic development sites to be assessed through design review. Equally, and as appropriate, smaller sites in important and or sensitive locations will also be subject to design review. The Council</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to design</p>

	<p>will refer schemes to the East of England Design Review Panel operated by Shape East. The Council encourages design review to take place early in the process to allow scope for input into the emerging design. The final scheme submitted to the Council should include a report on the design review process and how the scheme has responded to this.</p>	<p>reviews for all new development. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
Policy D7: Innovation and Variety	<p>The Council will actively encourage development proposals that establish bespoke design solutions and residential typologies as opposed to application of standard 'off-the-shelf' housing types and layouts. Schemes that respond to and reinterpret local design cues are welcomed as well as consideration of smart technology solutions. The Council encourages applicants to run design competitions to generate a high quality architectural response to building design and layout.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the design of new development.</p> <p>There are no linking impact pathways present.</p>
Policy D8: Sustainable Design and Construction	<p>Proposals for new development are required to embed sustainable design and construction techniques from the outset.</p> <p>Applications for development will need to demonstrate accordance with the appropriate Building Regulations and or BREEAM standards in force at the time of submission. Housebuilders are encouraged to register for assessment under the Home Quality Mark.</p> <p>This should show how resource efficiencies and climate change adaptation measures will be incorporated through aspects such as the layout of the proposed development, orientation, massing, landscaping and building materials. Green roofs, walls and other similar measures are encouraged where appropriate.</p> <p>Waste, recycling and storage areas should be provided. Equally, systems that reduce water consumption and allow for the reuse of grey water is encouraged. Development should result in an overall reduction of flood risk.</p> <p>Development should maximise the opportunities for using of on-site renewable forms of energy.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to sustainable design of new development. By definition sustainable development will not result in likely significant effects.</p> <p>There are no linking impact pathways present.</p>
Policy D9: Minimising Carbon Dioxide Emissions	<p>Development proposals for both commercial and residential buildings should demonstrate that they have applied the Energy Hierarchy, as set out in the Local Plan and, in doing so, have achieved a Dwelling Emission Rate (DER) which is 19% lower than the Target Emission Rate (TER) required by Building Regulations Part L 2013 Edition.</p> <p>Evidence should be provided in the form of an Energy Assessment which, as a minimum should include the following:</p> <ul style="list-style-type: none"> <li>• A calculation of the energy demand and carbon dioxide emissions for the proposed buildings using approved Building Regulations software and carried out by a qualified energy assessor.</li> <li>• Evidence that, as far as practicable, the development's design has been optimised to take into account solar gain, glazing proportions and external shading (Design</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to minimising carbon dioxide emissions. It is positive as it encourages a reduction in carbon dioxide emissions and a reduction in use of carbon products, and the re-use, recycling, and use of sustainable and locally resourced materials. All these interventions have potential to reduce emissions contributing to atmospheric pollution, reduce water use, and improve water quality.</p>

	<p>Optimisation).</p> <ul style="list-style-type: none"><li>• Evidence that, as far as practicable, the development's fabric performance has been improved to minimise energy loss (Fabric Improvement).</li><li>• Evidence that renewable energy sources have been considered and incorporated into the development where it is feasible and economic to do so.</li></ul> <p>These requirements will apply unless it can be demonstrated that they would make the development unviable.</p>	
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<p>Policy D10: Highly Energy Efficient Buildings</p>	<p>Development proposals which demonstrate that the proposed buildings have a net emission rate of zero or below, or are proposed to be certified Passivhaus buildings, are encouraged, and will be considered favourably.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to energy efficient buildings. Increased energy efficiency has the potential to reduce atmospheric pollution contributions.</p> <p>There are no linking impact pathways present.</p>
<p><b>Environment</b></p>		
<p>Policy EN1 - Protecting the Historic Environment</p>	<p>Development will be supported where it preserves and or enhances the significance of the historic environment.</p> <p>Development proposals for the re-use of heritage assets will be favourably considered where the proposals represent the optimum viable re-use and are consistent with their conservation. In determining applications, the council will require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Relevant historic environment records should be consulted, and the heritage assets assessed using appropriate expertise where necessary. Proposals will be considered against the wider social, cultural, economic and environmental benefits that the historic environment can bring.</p> <p>Where a site on which development is proposed includes or has the potential to include heritage assets with which archaeological interest, the council requires developers to submit an appropriate desk-based assessment and a field evaluation.</p> <p>Proposals to introduce energy efficiency and renewable energy measures affecting heritage assets will be weighed against harm to the significance of the heritage asset and the wider historic environment.</p> <p>The Council will work proactively to safeguard heritage assets identified on the Local Buildings at Risk Register and the national Heritage at Risk Register by using statutory powers to secure urgent works and repairs as necessary, where there is identified harm, immediate threat or serious risk to its preservation.</p> <p>The Council will continue to work alongside owners and relevant partners including, Essex County Council, Historic England and other heritage bodies to secure their restoration and optimum viable re-use.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the preservation of historic environments. The use of historic environments by the public has potential to divert recreational pressure away from internationally designated sites.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EN2 - Design of Development within Conservation Areas</p>	<p>Development will be permitted where it conserves or enhances the character and appearance of the features of a Conservation Area including plan form, the relationship between buildings, the arrangement of open areas and their enclosure, the grain or significant natural or heritage features.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to Conservation Areas. This policy aims to protect the historic</p>

	<p>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.</p> <p>Development will be permitted if the following criteria are met:</p> <ul style="list-style-type: none"> <li>• There is no detrimental visual impact and no substantial pollution of any type (air, water and ground, noise);</li> <li>• It does not damage key views in, out or within the Conservation Area, including very visible secondary elevations;</li> <li>• There is no loss of character or historic significance of the Conservation Area;</li> <li>• There is no detrimental impact on the sustainability of communities and economic vitality; and</li> <li>• It makes a positive contribution to local character and distinctiveness.</li> </ul>	<p>character within the Conservation Areas.</p> <p>There are no linking impact pathways</p>
<p>Policy EN3 - Protecting the Significance of Conservation Areas</p>	<p>Development outside of the conservation area which might otherwise affect its setting will only be permitted where it is not detrimental to the character, appearance or significance of the Conservation Area and does not adversely affect listed buildings or non-designated heritage assets, either within or outside the Conservation Area.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to Conservation Areas. This policy aims to protect the historic character within the Conservation Areas.</p> <p>There are no linking impact pathways</p>
<p>Policy EN4 - Development affecting Listed Buildings</p>	<p>Development affecting a Listed Building should be in keeping with its scale, form, character, materials and surroundings. Demolition of a Listed Building, or development proposals that adversely affect the setting, or alterations that impair the special architectural or historic interest of a Listed Building will not be permitted.</p> <p>In cases where planning permission might not normally be granted for a change of use favourable consideration will be given to conversion schemes that represent the most appropriate way of conserving the Listed Building, its architectural and historic characteristics and its setting.</p> <p>Development involving the installation of renewable energy equipment on a Listed Building will be acceptable if the following criteria are met:</p> <ul style="list-style-type: none"> <li>• Locations other than on a Listed Building have been considered and dismissed as being impracticable;</li> <li>• There is no irreversible damage to significant parts of the historic fabric; and</li> <li>• The location of the equipment on the Listed Building would not cause harm to its character or appearance.</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to listed buildings.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EN5: Scheduled</p>	<p>Where nationally important archaeological assets, whether scheduled or not, and their settings,</p>	<p>No HRA implications.</p>

<p>Monuments and Sites of Archaeological Importance</p>	<p>are affected by proposed development there will be a presumption in favour of their physical preservation in situ for example through modification of design, layout, drainage, landscaping or the siting and location of foundations. The Council will seek the preservation in situ of archaeological assets unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss or all of the following apply:</p> <ul style="list-style-type: none"> <li>• The nature of the heritage asset prevents all reasonable uses of the site; and</li> <li>• No viable use of the site itself can be found in the medium term through appropriate marketing that will enable its conservation; and</li> <li>• Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and</li> <li>• The harm or loss is outweighed by the benefit of bringing the site back into use.</li> </ul> <p>In situations where there is evidence to suggest that historic assets or their settings would be affected, an archaeological field assessment should be submitted as part of any planning application. The assessment must define the significance of the assets and the impact of the proposed development thus allowing an informed and reasonable planning decision to be made.</p> <p>In the circumstances where preservation in situ is not possible or feasible, then development will not be permitted until a programme for excavation, investigation and recording has been submitted and agreed by way of a pre-commencement condition.</p>	<p>This is a development management policy relating to the preservation of archaeological assets.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EN6 - Historic Parks and Gardens</p>	<p>Development will be permitted provided it sustains and enhances the significance of Historic Parks and Gardens such as their principal or associated buildings and structures, formal and informal open spaces, ornamental gardens, kitchen gardens, plantations and water features.</p>	<p>No HRA implications.</p> <p>This is a development management policy protecting/enhancing historic parks and gardens.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EN7 – Non-Designated Heritage Assets of Local Importance</p>	<p>The planning authority will seek to ensure the retention enhancement, and viable use of heritage assets of local interest. Whilst not enjoying the full protection of statutory listing, the design and the materials used in proposals affecting these assets should be of a high standard and in keeping with their character and local significance.</p> <p>Development proposals which would have an adverse impact upon the character, form and fabric of the heritage asset of Local interest and/ or would have a detrimental impact on the setting of the asset will be resisted. Development proposals will instead seek to enhance the heritage asset of Local interest.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to protection of non-designated heritage assets.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EN8 - Protecting and Enhancing the Natural Environment</p>	<p>The Council will seek to optimise conditions for wildlife and habitats to improve biodiversity and tackle habitat loss and fragmentation.</p> <p>Development proposals will be supported where they protect and enhance sites internationally,</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the protection and enhancement of the Natural environment.</p>

nationally and locally designated for their importance to nature conservation, ecological or geological value as well as non-designated sites of ecological or geological value. An ecological survey will be required to be submitted with the application if the development site affects or has the potential to affect any of the following:

- An internationally designated site; for example Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site
- A nationally designated site; for example: SSSI's & National Nature Reserves.
- Locally Designated Sites; for example: Local Wildlife Sites.
- Protected species;
- Species on the Red Data List of threatened species; and
- Habitats suitable for protected species or species on the Red Data List.

Where a site of International designation for nature conservation importance is adversely affected by the proposals, permission will be refused unless the District Council is satisfied that: there are imperative reasons of overriding public interest, which could be of a social or economic nature, sufficient to override the harm to the site; there are imperative reasons of overriding public interest relating to human health, public safety or benefits of primary importance to the environment.

A biosecurity protocol method statement will be required for all development proposals where there is potential to impact sites protected for biodiversity importance to ensure the introduction of invasive non-native species of both flora and fauna is prevented.

Development proposals which would result in significant harm to a biodiversity or geodiversity interest will only be considered after alternative sites that would result in less or no harm have been assessed and discounted. In the absence of alternative sites development proposals must include adequate mitigation measures. Where harm cannot be prevented or adequately mitigated against, appropriate compensation measures will be sought.

To ensure that mitigation or compensation measures, which may include Biodiversity Offsetting, take place these will be secured by conditions or planning obligations upon any approval that may be granted and will need to include financial support for continued maintenance.

If significant harm to biodiversity or geodiversity cannot be adequately mitigated against, or compensated for, permission will be refused. The design of development should incorporate measures to improve the biodiversity or geodiversity value of the development site.

Such measures should include making a contribution to the network of biodiversity sites, including open spaces and green infrastructure and water bodies which make links between habitats and support wildlife. Measures should also attempt to link wildlife habitats together, improving access to, between and across them.

These measures will be secured by condition or planning obligations upon any approval that may be granted and may need to include a biodiversity management plan and financial support for continued maintenance.

Measures to enhance biodiversity should be designed so as not to increase the risk from bird

This is a positive policy that requires any new development to protect and enhance nationally and locally designated sites.

There are no linking impact pathways present.

	strike to the operation of aircraft at London Stansted Airport; where appropriate the implementation of a bird hazard management plan will be secured by condition or planning obligation	
Policy EN9– Open Spaces Policy	<p>Development proposals will not be permitted which will harm the character of, or lead to the partial, cumulative or total loss of protected traditional and non-traditional open spaces including village greens, commons and other visually important spaces as defined unless:</p> <p>a. The open space uses can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and</p> <p>b. The re-provision is located within a short walk (400m) of the original site.</p> <p>In the case of school and college grounds, development may be permitted where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site in accordance with Sport England Policy.</p> <p>Where replacement open space is to be provided in an alternative location, the replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to preservation of open spaces.</p> <p>This is a positive policy as retention of open space which could potentially divert recreational pressure away from an internationally designated site.</p> <p>There are no linking impact pathways present.</p>
Policy EN10 – Ancient Woodland and Protected Trees	<p>Development resulting in the partial, cumulative or total loss or deterioration of ancient woodland (as shown on the Policies Map) or veteran trees found outside ancient woodland or visually important groups of trees and fine individual specimens, will not be permitted unless the need for, and benefits of, the development in that location clearly outweigh the loss.</p> <p>Development proposals affecting ancient woodland or veteran trees will be expected to mitigate any adverse impacts, and to contribute to the woodland's or veteran tree's management and further enhancement via planning conditions or planning obligations.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the protection of ancient woodland and veteran trees. Development will not be supported unless it clearly outweighs the benefits of the ancient woodland/ veteran tree. Any development that has an effect on an ancient woodland/ veteran tree will have to mitigate those adverse impacts via planning conditions.</p> <p>There are no linking impact pathways present.</p>
Policy EN11 – Minimising Flood Risk	<p>Development proposals will comply with flood risk assessment and management requirements set out in the National Planning Policy Framework and Planning Practice Guidance and the Uttlesford Strategic Flood Risk Assessment to address current and future flood risks with appropriate climate change allowances.</p> <p>A sequential approach will be applied to all proposals in order to direct development to areas at the lowest probability of all forms of flood risk on the Environment Agency's Risk of Water Flooding Map in order to avoid flood risk to people and property, unless the proposal has met the requirements of the sequential test and the exception test.</p> <p>All new development will need to demonstrate that there is no increased risk of flooding to existing properties, and proposed development is (or can be) safe and shall seek to improve existing flood risk management.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to flood risk management. It does not identify and location, quantum or type of flood risk management.</p> <p>There are no linking impact pathways present.</p>

	<p>All proposals for development of 1 hectare or above in Flood Zone 1 and for development in Flood Zones 2 (or 3a) must be accompanied by a flood risk assessment that sets out the mitigation measures for the site and agreed with the relevant authority. Development in Flood Zone (3a or) 3b, the functional flood plain must accord with those categories in Table 3 Flood Risk Vulnerability Classification which are described as appropriate for this Flood Zone.</p> <p>A flood risk assessment must also accompany proposals where it may be subject to other sources, and forms, of flooding or where other bodies have indicated that there may be drainage problems and a drainage strategy should be submitted in accordance with the Essex SuDS Design Guide,</p>	
<p>Policy EN12 – Surface Water Flooding</p>	<p>All new development will incorporate Sustainable Drainage Systems (SuDS). Such systems will be expected to provide optimum water run-off rates and volumes taking into account relevant local or national standards and the impact of the Water Framework Directive on flood risk issues.</p> <p>SuDS may not be appropriate if there are known contamination issues on site, or if the soil drains poorly and would inhibit the use of infiltration SuDS, but not the use of attenuation SuDS. Only where there are inappropriate soil or geological conditions and/ or engineering difficulties, should alternative methods of drainage be considered. If alternative methods are to be considered adequate assessment and justification should be provided and consideration should still be given to pre and post development runoff rates. If this is not possible it will be necessary to demonstrate why it is not achievable.</p> <p>Development proposals adjoining main rivers, ordinary watercourses and culverts should be set back to provide a suitable buffer in accordance with the relevant published guidance. Developments should not compromise the ability of organisations responsible for maintaining watercourses from accessing and undertaking works.</p> <p>The Council will seek to restore/ de-culvert rivers through the determination of planning applications when and where the opportunity arises. Retrofitting of SuDS and how they will be maintained will be required as part of any planning application.</p> <p>SUDs systems should be designed so as not to increase the bird hazard risk or the safe operation of London Stansted Airport or the movement of aircraft; where appropriate the implementation of a long-term maintenance of SuDS plan and of a bird hazard management plan will be secured by condition or planning obligation.</p> <p>SUDs systems should be designed to avoid harm to nationally important archaeological assets, whether scheduled or not.</p>	<p>No HRA implications.</p> <p>This is a positive development management policy relating to sustainable drainage. It has potential to improve water quality.</p>
<p>Policy EN13 – Protection</p>	<p>Development will be supported where it is designed to minimise consumption of water, protect</p>	<p>No HRA implications.</p>

<p>of Water Resources</p>	<p>and enhance water quality and protect water resources.</p> <p>All new residential development should achieve a water efficiency target of 110 litres per person per day and development should also make adequate and appropriate provision for water recycling. The extent to which water consumption is reduced will be monitored against the current national or local targets. Major development applications will need to demonstrate the relevant measures that the scheme incorporates and the anticipated levels of water consumption. The proposed measures will need to result in the current targets being met in order to be acceptable.</p> <p>Development will be permitted where it will not cause contamination of groundwater, particularly in the protection zones shown on the Policies Map, or contamination of surface water. Where there is the potential for contamination effective safeguards must be in place to prevent deterioration in current water standards.</p> <p>Planning permission will only be granted for developments which increase the demand for off-site service infrastructure where:</p> <ol style="list-style-type: none"> <li>1. Sufficient infrastructure or environmental capacity already exists; or</li> <li>2. Extra capacity can be provided in time to serve the development which will ensure that the environment and the amenities of local residents are not adversely affected.</li> </ol> <p>When there is a lack of capacity and improvements in off-site infrastructure are not programmed, planning permission will be granted where the developer funds appropriate improvements which will be completed prior to occupation of the development, or where the water company confirms the off-site infrastructure can be provided in a timely manner.</p> <p>The use of deep soakaways (including boreholes or structures that bypass the soil layers) for surface water disposal will not be permitted unless the developer can show:</p> <ol style="list-style-type: none"> <li>1. There is no viable alternative</li> <li>2. That there is no discharge of pollutants to groundwater; and</li> <li>3. Pollution control measures are in place</li> </ol>	<p>This is a development management policy relating to protection of water resources.</p> <p>This is a positive policy that has the potential to protect and enhance water quality.</p>
<p>Policy EN14 – Minerals Safeguarding</p>	<p>Where development proposals fall within a Minerals Safeguarding Area the Local Planning Authority will consult the Minerals Planning Authority where the site is greater than:</p> <ul style="list-style-type: none"> <li>• 5 hectares for Sand and Gravel</li> <li>• 3 hectares for Chalk</li> <li>• 1 dwelling for brickearth or and brick clay)</li> </ul> <p>Non-minerals proposals which exceed these thresholds should be supported by a minerals</p>	<p>No HRA implications.</p> <p>This is a development management policy that relating to Minerals Safeguarding Areas.</p> <p>There are no linking impact pathways present.</p>

	<p>resource assessment to establish the existence or otherwise of a mineral resource of economic importance. Consultation with the Essex County Council as the Minerals Planning Authority must be undertaken on development exceeding these thresholds in accordance with the adopted Minerals Local Plan.</p> <p>The Local Planning Authority will consult the Minerals Planning Authority on any relevant application within a Minerals Consultation Area.</p> <p>Development will only be supported where it does not unnecessarily sterilise minerals resources or conflict with the effective working of permitted minerals development or Preferred Mineral Site.</p>	
<p>Policy EN15 - Pollutants</p>	<p>The potential impacts of exposure to pollutants must be taken into account in locating development, during construction and in use.</p> <p>Planning permission will not be granted where the development and uses would cause adverse impact to occupiers of surrounding land uses or the historic and natural environment, unless the need for development is judged to outweigh the effects caused and the development includes mitigation measures to minimise the adverse effects.</p> <p>Developments sensitive to pollutants will be permitted where the occupants would not experience adverse impact, or the impact can be overcome by mitigation measures.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to impacts of pollution during development. It does not identify and type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EN16 - Air Quality</p>	<p>Development will be permitted where:</p> <ul style="list-style-type: none"> <li>• It can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from emissions to air; or</li> <li>• Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality.</li> </ul> <p>Applicants must also demonstrate that:</p> <ol style="list-style-type: none"> <li>3. There is no adverse effect on air quality in an Air Quality Management Area (AQMA) from the development;</li> <li>4. Pollution levels within the AQMA will not have a significant adverse effect on the proposed use /users;</li> <li>5. Development has regard to relevant UDC Air Quality Technical Guidance.</li> <li>6. Development within or affecting an Air Quality Management Area (AQMA) will also be expected to contribute to a reduction in levels of air pollutants within the AQMA.</li> <li>7. The development will not lead to an increase in emissions, degradation of air quality or increase in exposure to pollutants at or above the health based air quality objective;</li> <li>8. Any impacts on the proposed use from existing poor air quality, , are appropriately mitigated;</li> <li>9. The development promotes sustainable transport measures and use of low</li> </ol>	<p>No HRA implications.</p> <p>This is a positive policy that intends to prevent significant adverse effects on air quality as a result of new development.</p>

	<p>emission vehicles in order to reduce air quality impacts of vehicles;</p> <p>Applicants shall, where appropriate prepare and submit with their application, a relevant assessment, taking into account guidance current at the time of application.</p> <p>Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards they will be refused.</p> <p>Where emissions from the proposed development approach EU Limit values or national objectives the applicant will need to assess the impact on local air quality by undertaking an appropriate air quality assessment. The assessment shall have having regard to guidance current at the time of the application to show that the national objectives will still be achieved.</p> <p>Larger development proposals that require a Travel Plan and Transport Assessments/Statements as set out in Policy TA1 will be required to produce a site based Low Emission Strategy. This will be a condition on any planning permission given for any proposed development which may result in the deterioration of local air quality and will be required to ensure the implementation of suitable mitigation measures.</p>	
<p>Policy EN17 - Contaminated Land</p>	<p>Development on a site where the land is known or suspected to be contaminated will be permitted providing that a risk assessment, site investigation, remediation proposals and timetable for remediation are provided and satisfactorily overcome the identified risk, including any potential risk of pollution of controlled waters (including ground water).</p> <p>Specifically, applicants must demonstrate that the risk assessment, site investigation and remedial works have regard to and are in compliance with current UDC Contaminated Land Technical Guidance</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the development on contaminated land. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>
<p>Policy EN18 - Noise Sensitive Development</p>	<p>Development will be permitted unless:</p> <ul style="list-style-type: none"> <li>The occupiers of surrounding land or the historic and natural environment is exposed to unacceptable adverse levels of noise and/or vibration (as defined within Uttlesford District Council's Noise Impact Technical Guidance). Potentially noisy developments will be located in areas where noise will not be of significant consideration or where its impact can be minimised by mitigation.</li> <li>The future occupants of noise sensitive development would experience adverse levels of noise and/ or vibration disturbance (as defined by Uttlesford District Council's Noise Impact Technical Guidance)</li> </ul> <p>Specifically applicants, where reasonable and proportionate, according to the end-use and nature of the area and application, must demonstrate that:</p> <ul style="list-style-type: none"> <li>Development has regard to the current Uttlesford District Council's Noise Assessment Technical Guidance and is assessed to the satisfaction of the Local Planning Authority</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to noise levels. It does not identify any type, location or quantum of development.</p> <p>There are no linking impact pathways present.</p>

	Any sources of noise and vibration generated by the development are adequately mitigated to prevent loss of amenity for existing and future occupants and land uses.	
Policy EN19 - Light Pollution	<p>Proposals for external lighting will be permitted where all the following criteria are met:</p> <ul style="list-style-type: none"> <li>• It does not have an unacceptable adverse impact on neighbouring uses or the wider landscape;</li> <li>• The level of lighting and its period of use is the minimum necessary for security and operational purposes;</li> <li>• Low energy lighting is used in conjunction with features such as movement sensors, daylight sensors and time controls;</li> <li>• The alignment of lamps and provision of shielding minimises spillage, glare and glow, including into the night sky;</li> <li>• There is no loss of privacy or amenity to nearby residential properties and no danger to pedestrians and road users; and</li> <li>• There is no harm to local ecology, intrinsically dark landscapes and/ or heritage assets.</li> </ul> <p>The Council will seek to control the times of illumination including limiting the hours of use for external lighting of all the development.</p>	<p>No HRA implications.</p> <p>This is a positive policy that aims to preserve intrinsically dark landscapes.</p> <p>There are no linking impact pathways present.</p>
Policy C1: Protection of Landscape Character	<p>Development will be permitted provided that:</p> <ul style="list-style-type: none"> <li>• Cross-valley views in the river valleys are maintained with development on valley sides respecting the historic settlement pattern, form and building materials of the locality;</li> <li>• Panoramic views of the plateaus and uplands are maintained especially open views to historic buildings and landmarks such as churches;</li> <li>• It preserves or enhances the historic settlement pattern, especially scale and density, and that it uses materials and colours that complement the landscape setting and landscape character. Such development should be well integrated with the surrounding landscape;</li> <li>• It preserves or enhances the landscape pattern and structure of woodland areas, hedgerows and individual trees and does not diminish the role they play in views across the landscape;</li> <li>• It preserves or enhances the historic landscape character of field patterns and field size, greens, commons and verges;</li> <li>• It preserves or enhances the form and alignment of protected historic lanes.</li> <li>• It enhances the landscape significance and better reveals cultural and heritage links.</li> </ul>	<p>No HRA implications.</p> <p>This is positive policy that protects woodland areas, trees and hedgerows.</p> <p>There are no linking impact pathways present.</p>
Policy C2 - Re-use of Rural Buildings	<p>The re-use of rural buildings (where permission is required) outside the defined development limits will be permitted provided that:</p> <ul style="list-style-type: none"> <li>• The buildings are of a permanent and substantial construction;</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to the re-use of rural buildings.</p>

	<ul style="list-style-type: none"> <li>• The buildings are capable of conversion without major reconstruction or significant extension;</li> <li>• The buildings are not of an essential agricultural need to support an existing rural enterprise and the buildings loss would not result in additional buildings being required;</li> <li>• The development would protect or enhance the character of the countryside, its amenity value and its biodiversity and not result in a significant increase in noise and light levels or other adverse impacts;</li> <li>• The development would not place unacceptable pressures on the surrounding rural network in terms of traffic levels, road safety, countryside character or amenity.</li> </ul>	<p>There are no linking impact pathways present.</p>
<p>Policy C3 - Change of Use of Agricultural Land to Domestic Garden</p>	<p>Change of use of agricultural land to domestic garden will be permitted if the proposal, particularly its scale and means of enclosure, does not result in a material change in the character and appearance of the surrounding countryside.</p>	<p>No HRA implications.</p> <p>This is a development management policy relating to the change of use of agricultural land.</p> <p>There are no linking impact pathways present.</p>
<p>Policy C4 - New Community Facilities within the Countryside</p>	<p>The provision of new or replacement indoor and outdoor sport facilities, recreational or community facilities is acceptable beyond development limits.</p> <p>Facilities will be permitted if the following criteria are met:</p> <ul style="list-style-type: none"> <li>• The need for the facility can be demonstrated;</li> <li>• The need cannot be met on a site within the development limits; and</li> <li>• The site is well related to the settlement.</li> </ul>	<p>No HRA implications.</p> <p>This is a development management policy relating to new community facilities. It does not identify and locations or quantum of development.</p> <p>There are no linking impact pathways present.</p>

4.3 Table 3 identifies that the following policies could not be screened out due to potential impact pathways relating to recreational pressure and atmospheric pollution and require further consideration. These policies are:

- Policy SP3 – The Scale and Distribution of Housing Development
- Policy SP4 – Provision of Jobs
- Policy SP6 - Easton Park Garden Community
- Policy SP7 - North Uttlesford Garden Community
- Policy SP8 - West of Braintree Garden Community

4.4 These policies form part of the discussion of the remaining document.

## Likely Significant Effects Test of Site Allocations

4.5 Where Site Allocations are identified in green in the 'HRA implications' column in Table 4, these Site Allocations are considered to not provide any realistic linking impact pathway Epping Forest SAC (or any European sites). Where a Site Allocation is identified as orange in the 'HRA implications' column in Table 4, this Site Allocation is considered to potentially provide an impact pathway that could link to a European site such as Epping Forest SAC.

4.6 The locations of the Site Allocations are illustrated in Appendix A, Figure A2.

**Table 4. Screening assessment for Site Allocations**

Site Address	Settlement	Housing Allocation	Potential for Likely Significant Effect Alone?
Land south of Oxleys Close	Clavering	12 dwellings	None  All sites are between 22km and 42km north of Epping Forest SAC. At these distances impacts from housing developments in the form of recreational pressure and reductions in air quality on the SAC are not considered realistic and as such all Site Allocations can be screened out.
Land west of Thaxted Road	Debden	25 dwellings	
Land south of Rush Lane	Elsenham	40 dwellings	
Elsenham Nurseries, Stansted Road		40 dwellings	
Land north of Stansted Road		155 dwellings	
Land south of Stansted Road		165 dwellings	
Land west of Hall Road		130 dwellings	
Land north of Leigh Drive		20 dwellings	
Hartford End Brewery		Felsted	
Land east of Braintree Road, Watch House Green	30 dwellings		
Land east of Bury Farm, Station Road	40 dwellings		
Land off Tanton Road	Flich Green	98 dwellings	
Land at Webb Road and Hallett Road		25 dwellings	
Land north of Bartholomew Close	Great Chesterford	10 dwellings	

Site Address	Settlement	Housing Allocation	Potential for Likely Significant Effect Alone?
New World Timber/ Chesterford Nursery		52 dwellings	
Land at Thorpe Lea, Walden Road		31 dwellings	
North Uttlesford Garden Community		1,925 dwellings (5,000 total post plan period)	
Land at Helena Romanes School	Great Dunmow	150 dwellings	
Woodfield, Woodside Way		120 dwellings	
Oaklands, Ongar Road		13 dwellings	
Land east of St Edmunds Lane (Self/Custom Build)		22 dwellings	
West of Woodside Way		790 dwellings	
Former Perkins Garage site, 14 Stortford Road		12 dwellings	
Brick Kiln Farm, St Edmunds Lane		68 dwellings	
Land north of Ongar Road		73 dwellings	
Land south of Ongar Road		99 dwellings	
Woodlands Park		700 dwellings	
Land south of Stortford Road		400 dwellings	
Land west of Chelmsford Road		370 dwellings	
Woodlands Park, (Sector 4) Woodside Way		124 dwellings	
Land south of Stortford Road & west of Buttley's Lane		60 dwellings	
Land off Brocks Mead	Great Easton	20 dwellings	

Site Address	Settlement	Housing Allocation	Potential for Likely Significant Effect Alone?	
Easton Park Garden Community		1,925 dwellings (10,000 total post plan period)		
Former Goods Yard, Old Mead Lane	Henham	16 dwellings		
Meadow Hall Nursery	High Roding	30 dwellings		
Land at Station Road	Little Dunmow	40 dwellings		
Land at Dell Lane	Little Hallingbury	16 dwellings		
Land at Bricketts, London Road	Newport	11 dwellings		
Land at Bury Water Lane		84 dwellings		
Land opposite Branksome, Whiteditch Lane		15 dwellings		
Land south of Wyndhams Croft		15 dwellings		
Land west of Cambridge Road		34 dwellings		
Reynolds Court, Gaces Acres		22 dwellings		
Land at Holmwood, Whiteditch Lane		12 dwellings		
Nursery site north of Bury Water Lane		81 dwellings		
Land west of London Road		94 dwellings		
Land east of Foxley House		Quendon & Rickling		19 dwellings
Land at Ventnor Lodge				12 dwellings
Land north of Walden Road		Radwinter		35 dwellings
Land at Viceroy Coaches, Bridge Street	Saffron Walden	10 dwellings		

Site Address	Settlement	Housing Allocation	Potential for Likely Significant Effect Alone?
Land at Jossaumes, Thaxted Road		12 dwellings	
Land west of Lime Avenue, Little Walden Road		31 dwellings	
Land at rear of The Kilns, Thaxted Road		49 dwellings	
119 Radwinter Road		73 dwellings	
Ashdon Road Commercial Centre		167 dwellings	
121 Radwinter Road		52 dwellings	
Moores Garage site		10 dwellings	
Land south of Tiptofts Lane, Thaxted Road		13 dwellings	
Land at De Vigier Avenue		14 dwellings	
Land north & south of Thaxted Road		150 dwellings	
Land south of Radwinter Road		200 dwellings	
Land east of Little Walden Road		85 dwellings	
Land east of Cambridge Road & west of High Lane	Stansted Mountfitchet	40 dwellings	
2 Lower Street		14 dwellings	
Land at Walpole Farm		147 dwellings	
Land at Elms Farm		51 dwellings	
Land west of 8 Water Lane		12 dwellings	
Land to east of Parkside & rear of Garden Fields	Stebbing	30 dwellings	

Site Address	Settlement	Housing Allocation	Potential for Likely Significant Effect Alone?
West of Braintree Garden Community		970 dwellings (10,000 total post plan period)	
Land at Dunmow Road, Little Canfield	Takeley	12 dwellings	
Land between 1 Coppice Close & Hillcroft		20 dwellings	
Land of Wedow Road	Thaxted	47 dwellings	
Site of former Molecular Products, Mill End		29 dwellings	
Claypits Farm, Bardfield Road		20 dwellings	
Land at Mill Road	Wimbish	11 dwellings	

4.7 Due to the distances involved, all Site Allocations discussed in Table 4 do not have potential to result in potential linking impact pathways in isolation. However, there is potential for in combination effects to result. It is these in combination effects relating to increased recreational pressure and atmospheric pollution are discussed in more detail in the following chapters.

## 5. Task 2: Appropriate Assessment: Recreational Pressure

5.1 The following policies could not be dismissed in the initial Likely Significant Effects test from potentially having Likely Significant Effects on Epping Forest SAC as a result of increased recreational pressure:

- Policy SP3 – The Scale and Distribution of Housing Development;
- Policy SP6 – Easton Park Garden Community;
- Policy SP7 – North Uttlesford Garden Community; and
- Policy SP8 – West of Braintree Garden Community.

5.2 Whilst they have potential recreational impacts on Epping Forest SAC, certain policies provide for greenspace which has the potential to divert recreational pressure away from Epping Forest SAC. This could therefore provide a positive contribution to Epping Forest SAC. These policies are:

- Policy SP6 Easton Park Garden Community – although this policy presents a potential recreational impact on Epping Forest SAC the policy also provides for greenspace which has the potential to divert recreational pressure away from sensitive sites.
- Policy SP7 North Uttlesford Garden Community – although this policy presents a potential recreational impact on Epping Forest SAC the policy also provides for greenspace which has the potential to divert recreational pressure away from sensitive sites.
- Policy SP8 West of Braintree Garden Community – although this policy presents a potential recreational impact on Epping Forest SAC the policy also provides for greenspace which has the potential to divert recreational pressure away from sensitive sites.
- Policy EN9 – Open Spaces Policy This policy promotes the retention of open spaces, which could potentially divert recreational pressure away from internationally designated sites.

### Epping Forest SAC

5.3 Epping Forest SAC is estimated to receive over four million visits per year, and discussions with the City of London Corporation have identified long-standing concerns about increasing recreational use of the forest resulting in damage to its interest features. A programme of detailed formal visitor surveys has been undertaken and has identified that 75% of visitors to Epping Forest SAC arise from within approximately 6.2km of the site. This is relevant because the 75<sup>th</sup> percentile is often used to define the core recreational catchment of a European site. However, within that 6.2km zone visitors are not evenly spread; the vast majority of Essex-resident visitors live within 3km of the SAC, with few living further afield. For example, only three visitor postcodes recorded in the visitor survey were between 3km and 6.2km from the SAC in Epping Forest District; almost all visitors resident in Epping Forest District (irrespective of visit frequency or activity) lived within 3km of the SAC. The 6.2km distance appears to be influenced particularly by residents to the south of the SAC in north London, who are dispersed over a wider area.

5.4 The updated survey is informing a formal Mitigation Strategy and a more refined assessment of impacts and mitigation solutions will be required within the scope of the strategic commitment that all the HMA authorities have made in a Memorandum of Understanding (MoU) between the HMA authorities and Essex County Council, Hertfordshire County Council, Natural England and the City of London Corporation. An interim strategy is currently being developed by Epping Forest District Council. This will serve as a mitigation framework until the final mitigation strategy is devised.

5.5 It is not clear to what extent the postcodes due to the great distances involved (i.e. Uttlesford District boundary is more than 13km from Epping Forest SAC and is far beyond the core recreational catchment described in paragraph 5.3). No adverse effects on integrity are anticipated through this pathway, alone or in combination.

- 5.6 To further support the conclusion of not adverse effects on integrity on Epping Forest SAC as a result of increased recreational pressure stemming from the Plan, recent correspondence from Natural England (20<sup>th</sup> September 2018) to the MOU Oversight Group of which Uttlesford District Council is part. Provided interim guidance. This identified that Uttlesford District is located beyond the Recreational Zone of Influence (ZOI) of Epping Forest SAC and as such would not be required to provide avoidance and mitigation measures..
- 5.7 **Despite this conclusion, it is appropriate that Uttlesford District Council keeps this under advisement. This can be done via the HMA-wide commitment set out in the Epping Forest SAC Memorandum of Understanding. Since the commitment regarding recreational pressure is already provided in the Epping Forest SAC Memorandum of Understanding, which is a formal agreement, it does not need to be specifically referenced in the Uttlesford District Plan.**

## 6. Task 2: Appropriate Assessment: Air Quality

- 6.1 Due to the large distances involved, it is considered very unlikely that any policies or individual Site Allocations provided by the Uttlesford Plan would affect the integrity of a European site in isolation. However, in combination effects with other plans and projects require further consideration.
- 6.2 The following policies could not be dismissed in the initial sift from potentially posing likely significant effects upon Epping Forest SAC internationally designated site as a result of increased air pollution:
- Policy SP3 – The Scale and Distribution of Housing Development;
  - Policy SP4 – Provision of Jobs;
  - Policy SP6 – Easton Park Garden Community;
  - Policy SP7 – North Uttlesford Garden Community; and
  - Policy SP8 – West of Braintree Garden Community.
- 6.3 There are policies in the Plan which provide a positive contribution to atmospheric improvements:
- Policy SP2 – The Spatial Strategy 2011-2033 – this policy contains positive provisions to shorten journeys, which has the potential to reduce atmospheric pollution contributions from vehicles;
  - Policy SP6 – Easton Park Garden Community – this policy contains positive provision of sustainable transport options which have the potential to reduce atmospheric contributions;
  - Policy SP7 – North Uttlesford Garden Community - this policy contains positive provision of sustainable transport options which have the potential to reduce atmospheric contributions;
  - Policy SP8 – West of Braintree Garden Community - this policy contains positive provision of sustainable transport options which have the potential to reduce atmospheric contributions;
  - Policy TA1 – Accessible Development - this policy contains positive provision of sustainable transport options which have the potential to reduce atmospheric contributions;
  - Policy TA2 – Sustainable Transport - this policy contains positive provision of sustainable transport options which have the potential to reduce atmospheric contributions;
  - Policy TA3 – Provision of Electric Charging Points for Vehicles – this policy promotes electrical cars and electric charging points. A shift away from diesel and petrol vehicles to electric vehicles can reduce atmospheric pollution contributions at sensitive locations;
  - Policy TA5 – New Transport Infrastructure - This policy provides for new infrastructure schemes such as walking and cycling improvements, rail improvements and strategic highways improvements. Improvements to walking and cycling and rail networks has the potential to shift people to use these more sustainable modes of transport and thus potentially reduce atmospheric pollution contributions;
  - Policy D9 – Minimising Carbon Dioxide Emissions – this is a positive policy as it encourages a reduction in carbon dioxide emissions and a reduction in use of carbon products, and the re-use, recycling, and use of sustainable and locally resourced materials. All these interventions have potential to reduce emissions contributing to atmospheric pollution;
  - Policy EN16 – Air Quality – this is a positive policy that ensures no ‘*adverse effects on health and the environment or amenity from emissions to air*’. It also promotes the use of sustainable transport measures. It also states that ‘*Where development proposals would be subject to unacceptable air quality standards or would have an acceptable impact on air quality standards they will be refused*’;
  - Policy SP11 – London Stansted Airport – ‘*Proposals for the development of the airport and its operation, together with any associated surface access improvements, will be assessed against the Local Plan policies as a whole. Proposals for development will only*

*be supported where all of the following criteria are met: ...4. Do not result in a significant increase in Air Transport Movements or air passenger numbers that would adversely affect the amenities of surrounding occupiers or the local environment (in terms of noise, disturbance, air quality and climate change impacts);...*

## Epping Forest SAC

- 6.4 Epping Forest SAC is known to be adversely affected by relatively poor local air quality alongside the roads that traverse the SAC. This has been demonstrated to have negatively affected the woodland epiphytic lichen communities. The nature of the road network around Epping Forest SAC is such that journeys between a number of key settlements around the Forest by car, van or bus effectively necessitate traversing the SAC. Modelling was undertaken for the West Essex/East Herts Strategic Housing Market Area authorities (which Uttlesford District is part of) in 2016. These data are however now out of date and at the time of writing (October 2018) was being updated.
- 6.5 Nonetheless, following air quality modelling undertaken on behalf of the HMA in 2016, the authorities (highway authorities, Natural England and City of London Corporation, the HMA authorities including Harlow) recognised the uncertainties inherent in any forecasting, the absence of ammonia forecasts from the 2016 work (not a standard component of road traffic impact assessment, but specifically requested in this case) and the inability at the time the 2016 modelling was undertaken to factor in the effect of queuing traffic at Wake Arms Roundabout. They also recognised that the air quality on many links was still forecast to be higher than the critical level and critical load, even allowing for the improvement attributable to changes in vehicle emissions. The authorities thus considered that it was appropriate for them to take active steps to minimise the increase in traffic flows and improve air quality, rather than rely entirely on the (inter)national initiatives such as improvements in emission factors.
- 6.6 As a result of the 2016 modelling and broader discussion with Natural England and City of London Corporation, the HMA authorities (including Uttlesford) agreed that a mitigation strategy be devised<sup>32</sup> in the form of a Memorandum of Understanding (MoU).
- 6.7 Additionally, a programme of long-term air quality monitoring is about to commence with input from the City of London Corporation. This will be useful in air quality model verification but its main value will be in tracking the expected improvement in emissions over the plan period. This can feed into any regular reviews of housing/employment quantum and mitigation measures over the Plan period.
- 6.8 With regards to atmospheric pollution; within the HMA authorities there is little doubt that Epping Forest District makes by far the greatest contribution, with that of the other authorities being small. However, until modelling is completed by Jacobs for Epping Forest District Council no firm conclusion can be made.
- 6.9 The updating of traffic and air quality modelling and the testing and securing of specific mitigation measures will be an iterative process. Transport modelling and air quality modelling is currently being undertaken to include growth in Uttlesford due to its Local Plan, in addition to the remainder of the HMA. The traffic modelling indicates that changes in flows on the modelled road network are dominated by planned growth in Epping Forest District with the remainder of the HMA (including Uttlesford) making a minor contribution. As such, mitigation development is focused on addressing the impact of growth in Epping Forest District. Although the updating of the traffic and air quality modelling work is ongoing, it is considered that the firm commitment by surrounding authorities (including Uttlesford) provided by the MoU<sup>33</sup> to the development of mitigation strategies to address air quality around Epping Forest SAC and avoid an adverse effect on integrity, the commencement of work on those solutions, the development of a programme for devising and testing those strategies, and the authorities commitment to monitor the efficacy of those strategies put a sufficient framework in place to ensure no adverse effect arose on the integrity of the SAC in combination. Nonetheless, upon the completion of the updated traffic and air quality modelling, the HRA will be updated to reflect the findings.
- 6.10 **For robustness it is recommended that the Plan should contain a policy demonstrating Uttlesford's commitment to the multi-authority HMA MoU working to address air quality issues on Epping Forest SAC as a safeguard. This would provide the policy hook for any small-scale participation in the emerging mitigation strategy that Uttlesford might need to make.**

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<sup>32</sup> The MoU states that 'It is intended this Joint Strategy will be in agreed and published prior to the determination of any of the planning applications on sites around Harlow that are part of The Spatial Option detailed in the "Distribution of OAN across West Essex and East Hertfordshire" MoU. If the Joint Strategy is not in place when planning applications are submitted, applicants will be required to submit the necessary information to ascertain whether any adverse impacts will be caused in Epping Forest, and if necessary any mitigation measures that may be necessary'.

<sup>33</sup> MoU on Managing the impacts of growth within the West Essex/ East Herts Housing Market Area on Epping Forest Special Area of Conservation (draft September 2016).

## 7. Summary of Conclusions

7.1 Below is a summary of the findings of the HRA report. Recommendations are highlighted in **bold**.

### Policy EN8 - Protecting and Enhancing the Natural Environment

7.2 For robustness and completeness it is recommended that European sites are also included in the order of protection hierarchy. Whilst, as is mentioned, there are no European sites within Uttlesford, there are European sites in neighbouring authorities that require consideration under the Habitats Regulations.

7.3 The following wording is recommended for this policy (recommendations are underlined):

7.4 'Development proposals will be supported where they protect and enhance sites *internationally*, nationally and locally designated for their importance to nature conservation, ecological or geological value as well as non-designated sites of ecological or geological value. An ecological survey will be required to be submitted with the application if the development site affects or has the potential to affect any of the following:

- An internationally designated site; for example Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site;
- A nationally designated site; for example: SSSI's & National Nature Reserves;
- Locally Designated Sites; for example: Local Wildlife Sites;
- Protected species;
- Species on the Red Data List of threatened species; and
- Habitats suitable for protected species or species on the Red Data List.'

7.5 'Where a site of International designation for nature conservation importance is adversely affected by the proposals, permission will be refused unless the District Council is satisfied that: there are imperative reasons of overriding public interest, which could be of a social or economic nature, sufficient to override the harm to the site; there are imperative reasons of overriding public interest relating to human health, public safety or benefits of primary importance to the environment'

### Epping Forest SAC: Recreational Pressure

7.6 At its closest Uttlesford District is located 13.8km from Epping Forest SAC. Due to the distances involved, the impact pathway relating to recreational pressure can be dismissed and it is not considered that increased population stemming from Uttlesford's Plan would result in a significant increased recreational pressure within Epping Forest SAC alone or in combination.

7.7 Despite this conclusion, it is appropriate that Uttlesford keep this under advisement. This can be done via the HMA-wide commitment set out in the Epping Forest SAC Memorandum of Understanding. Since the commitment regarding recreational pressure is already provided in the Epping Forest SAC Memorandum of Understanding, which is a formal agreement, it does not need to be specifically referenced in the Uttlesford District Plan.

### Epping Forest SAC: Atmospheric Pollution

7.8 Within the HMA authorities there seems little doubt that Epping Forest District makes by far the greatest contribution with that of the other authorities being small.

7.9 However, since this work is ongoing it is recommended that the plan should contain a policy demonstrating Uttlesford's commitment to the multi-authority HMA working to address air quality issues on Epping Forest SAC as a safeguard. This would provide the policy hook for any small-scale participation in the emerging mitigation strategy that Uttlesford might need to make.

## 8. HRA of Focused Changes

### Introduction

8.1 Following Version 1 of this document (June 2018), a number of focused changes to the Plan have been provided, as detailed in the Uttlesford Local Plan – Addendum of Focused Changes (October 2018). As these focused changes may have implications for the potential of the Plan to adversely affect European sites, it is necessary undertake screening (using a Likely Significant Effects test) to determine whether any new linking impact pathways have arisen, and if so, whether Appropriate Assessment is required.

### Likely Significant Effects Test of Focused Changes

8.2 In the 'Proposed change column' where text has a line through it, this text has been deleted; where text is unlined, this is new text. It is these changes that are to be assessed. Where focused changes to the Plan are identified in green in the 'HRA implications' column in Table 5, these focused changes are considered to not provide any realistic linking impact pathway with Epping Forest SAC (or any European sites). Where a focused change to the Plan is identified as orange in the 'HRA implications' column in Table 5, this focused change is considered potentially provide an impact pathway that could link to a European site such as Epping Forest SAC. This screening applies to the focused changes specifically (i.e. identification as green in the 'HRA implications' column indicates that the focused change does not raise potential impact pathways, but does not necessarily indicate that the Policy or Site Allocation as a whole can be screened out. For full Likely Significant Effects testing of Policies and Site Allocations, see Chapter 4. Likely Significant Effects testing and further subsequent HRA stages are not applicable for certain focused changes, which are identified as white in the 'HRA implications' column.

**Table 5 Screening assessment of focused changes to the Plan**

Focused change no.	Page no.	Chapter, Policy, Paragraph, Table, Figure reference	Proposed change	Justification	HRA implications
1	34	SP3 The Scale and Distribution of Housing Development, second paragraph	<del>Provision</del> <del>The plan is to meet this requirement will be made</del> from the following sources of supply (which should deliver some 14,600 dwellings in total):	The proposed focused changes seek to reflect the elevated risk around the delivery at West of Braintree Garden Community (WoB GC).	Screening of Policy SP3 in Table 3 identified the following potential impact pathways: <ul style="list-style-type: none"> <li>• Recreational pressure on Epping Forest SAC; and</li> <li>• Air Quality impacts on Epping Forest SAC.</li> </ul> This focused change is a small modification to text that does not raise any new impact pathways to European sites and can be screened out from resulting in Likely Significant Effects.
2	34	SP3 The Scale and Distribution of Housing Development, table within the policy	Add an asterisk to the "West of Braintree Garden Community*" and an asterisk below the table with the following text <u>"*Following the examination into the North Essex Authorities Local Plans there is an elevated level of risk around the delivery of the West of Braintree Garden</u>	The proposed focused changes seek to reflect the elevated risk around the delivery at WoB GC, and indicate what measures the Council will take if there are delivery issues around WoB GC.	Screening of Policy SP3 in Table 3 identified the following potential impact pathways: <ul style="list-style-type: none"> <li>• Recreational pressure on Epping Forest SAC; and</li> <li>• Air Quality impacts on Epping</li> </ul>

			<u>Community. If these risk issues are not capable of being resolved, and should that restrict the Council's ability to meet the housing requirement, then the Council will undertake an early review of the Local Plan to consider how these requirements can be met."</u>		Forest SAC. This focused change relates to uncertainty of the delivery of the West of Braintree Garden Community. This modification does not raise any new linking impact pathways to European sites as it states that if the Garden Community cannot be delivered then the Plan will be reviewed. It would be at this stage where additional linking impact pathways may emerge. As such this focused change can be screened out from resulting in Likely Significant Effects.
3	38	SP5 Garden Community Principles, first paragraph	<u>The Plan is to deliver three new garden communities will be delivered</u> in Uttlesford, at Easton Park, North Uttlesford and West of Braintree.	The proposed focused changes seek to reflect the elevated risk around the delivery at WoB GC.	Screening of Policy SP5 in Table 3 does not identify any linking impact pathways to European sites and screens out this policy from resulting in Likely Significant Effects.  This focused change is a small modification to text that does not raise any new impact pathways to European sites and can be screened out from resulting in Likely Significant Effects.
4	39	SP5 Garden Community Principles, final paragraph on page 39	The Council is confident that the new garden communities <u>at Easton Park and North Uttlesford</u> can be delivered. <u>Notwithstanding the possible risks to delivery of West of Braintree Garden Community the Council is continuing to plan for development here as part of a larger garden community extending into Braintree.</u> The exact delivery model for each garden community will be determined separately from the land-use planning process, however the Council will need to be satisfied that any proposed delivery model will realise all the garden city principles and a test will be established in the Development Plan Document to enable this to be determined. Delivery models could range from privately led arrangements to locally-led development corporations with compulsory purchase powers. If necessary, the Council will consider intervening directly to ensure the garden city principles are met within the proposed timetable set out within the Local Plan.	The proposed focused changes seek to reflect the elevated risk around the delivery at WoB GC.	Screening of Policy SP5 in Table 3 does not identify any linking impact pathways to European sites and screens out this policy from resulting in Likely Significant Effects.  The Focussed changed identify that the garden communities of Easton Park and North Uttlesford can be delivered, but identifies the possible risk to the deliver the West of Braintree Garden Community. This modification does not identify any new linking impact pathways to European sites and can be screened out from resulting in Likely Significant Effects.
5	40	SP5 Garden Community Principles, new paragraph to follow the final paragraph	<u>If it becomes apparent that West of Braintree Garden Community will be significantly delayed, or is not deliverable, and should that restricts the Council's ability to meet the homes and jobs requirements, then the Council will undertake an early review of the Local Plan to consider</u>	The proposed focused changes seek to reflect the elevated risk around the delivery at WoB GC, and indicate what measures the Council will take if there are delivery issues around WoB GC.	Screening of Policy SP5 in Table 3 does not identify any linking impact pathways to European sites and screens out this policy from resulting in Likely Significant Effects.

		on page 40	<u>how these requirements can be met.</u>		This focused change relates to uncertainty of the delivery of the West of Braintree Garden Community. This modification does not raise any new linking impact pathways to European sites as it states that if the Garden Community cannot be delivered then the Plan will be reviewed. It would be at this stage where additional linking impact pathways may emerge. As such this focused change can be screened out from resulting in Likely Significant Effects.
6	56	SP8 West of Braintree Garden Community, first paragraph	Permission will be granted for a new garden community of 10,500-13,500 homes at land West of Braintree. <u>Proposals must demonstrate the deliverability of the wider garden community. Proposals that are not part of the larger cross-boundary site, and do not demonstrate the deliverability of the wider garden community, will be refused.</u> The details and final number of homes will be set out in a Strategic Growth Development Plan Document to be prepared jointly by Uttlesford and Braintree District Councils. Up to 3,500 of these homes will be in Uttlesford. All criteria in this policy relate to the part of the garden community to be delivered in Uttlesford.	The proposed focused changes seek to reflect the elevated risk around the delivery at WoB GC, and make clear that the land in WoB GC on the Uttlesford side of the boundary is not deliverable on its own without the land in Braintree District Council's area.	Screening of Policy SP8 in Table 3 identified the following potential impact pathways: <ul style="list-style-type: none"> <li>• Recreational pressure on Epping Forest SAC; and</li> <li>• Air Quality impacts on Epping Forest SAC.</li> </ul> This focused change relates to uncertainty of the delivery of the West of Braintree Garden Community. This modification does not raise any new linking impact pathways to European sites. As such this focused change can be screened out from resulting in Likely Significant Effects.
7	174	EN8 Protecting and Enhancing the Natural Environment, third paragraph	Where a site of International designation for nature conservation importance is adversely affected by the proposals, permission will be refused unless the District Council is satisfied that: there are imperative reasons of overriding public interest, which could be of a social or economic nature, sufficient to override the harm to the site; <u>or there are imperative reasons of overriding public interest relating to human health, public safety or benefits of primary importance to the environment. Furthermore, where a proposal relies on mitigation measures to address potential effects on a site of international designation, the Council will need to undertake an Appropriate Assessment under the Habitats Regulations and will require the developer to provide the necessary information to enable this to be done. Planning permission will not be granted unless all necessary mitigation measures are secured.</u>	Sites protected at a European level, e.g. Epping Forest SAC, are afforded strong protection from impacts. The policy seeking to protect such sites from development should make clear that planning applications should be supported by appropriate mitigation measures.	Policy EN8 is a positive policy that provides for protection of European sites.  Focused changes provide additional protection for European designated sites. This focused change can be screened out from resulting in Likely Significant Effects.
8	189	EN15 Air Quality, new criterion 10	<u>10. Development affecting the habitats or species of a site of International designation will need to show that the development does not adversely affect the air quality of the site.</u>	Sites protected at a European level, e.g. Epping Forest Special Area of Conservation, are afforded strong protection from impacts. There is currently	This focused modification provides protection for sites of international importance from changes in air quality. This focused change is positive and can

				work being undertaken looking at air quality impacts on Epping Forest. The policy seeking to protect such sites from development should make clear that planning applications should be supported by appropriate mitigation measures.	be screened out from resulting in Likely Significant Effects.
9	270	M2 Implementation and Monitoring of Strategic Projects, new paragraph at the end of the policy	<u>If problems arise such that it becomes apparent one or more of the Garden Communities is significantly delayed, or is not deliverable, and should that restricts the Council's ability to meet the homes and jobs requirements, then the Council will undertake an early review of the Local Plan to consider how these requirements can be met.</u>	The proposed focused changes seek to reflect the elevated risk around the delivery at WoB GC, and indicate what measures the Council will take if there are delivery issues around WoB GC.	Assuming that current proposals are adhered to, the Garden Communities have been subject to sufficient screening and, where necessary, Appropriate Assessment. Should proposals relating to Site Allocations change at a later date, additional HRA will be necessary. At the time of writing no additional screening or Appropriate Assessment is required.

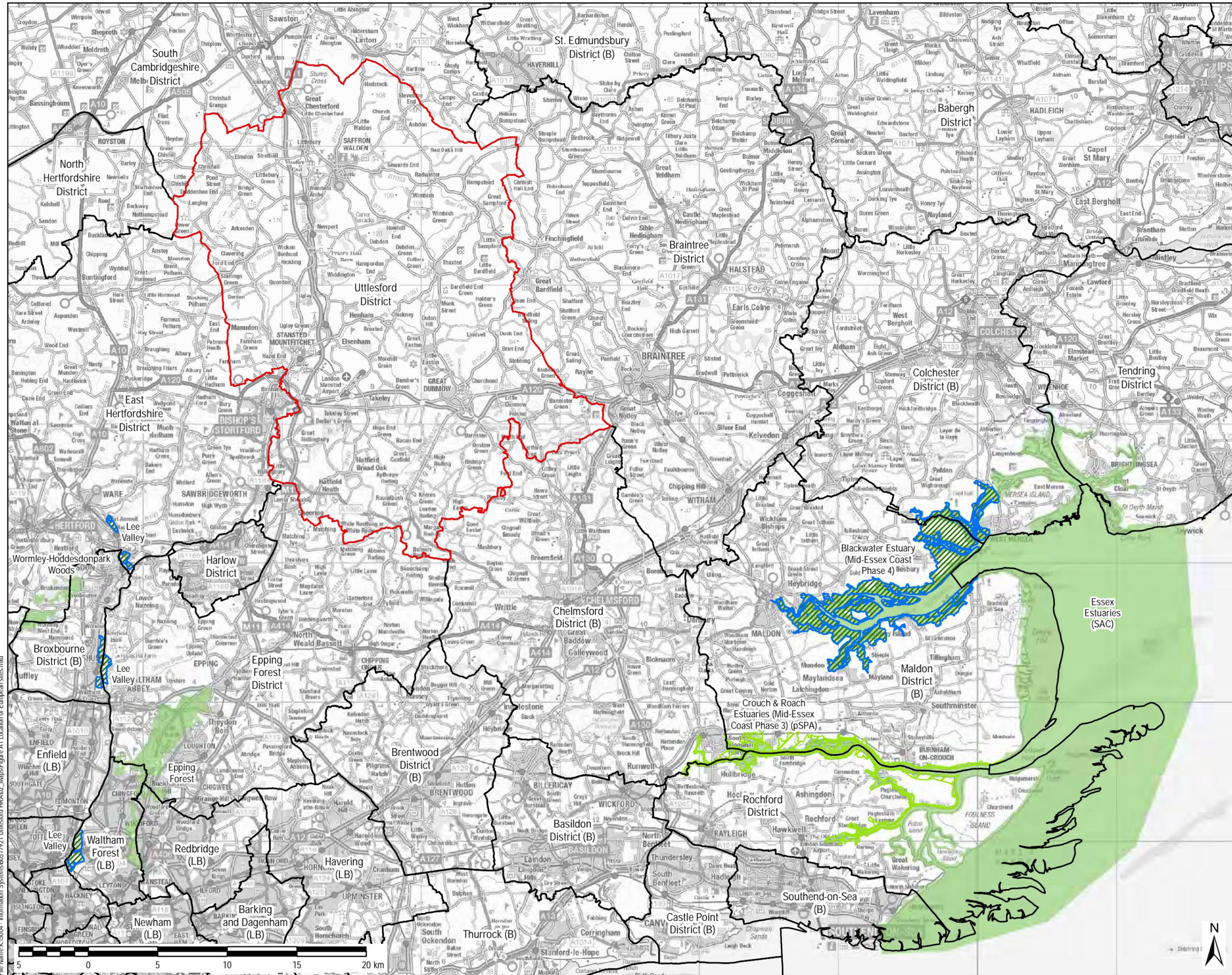
## Conclusions of the Likely Significant Effects Test of Focused Changes

- 8.3 The Likely Significant Effects test undertaken of the Focused Changes in Table 5 was able to screen out all Focused Changes from resulting in a Likely Significant Effect on European sites (namely Epping Forest SAC). No recommendations are made and no further Appropriate Assessment is required.

## **Appendix A Figures**

**Figure A1: Location of European Sites**

**Figure A2: Location of Site Allocations**



THIS DRAWING IS TO BE USED ONLY FOR THE PURPOSE OF ISSUE THAT IT WAS ISSUED FOR AND IS SUBJECT TO AMENDMENT

- LEGEND**
- Uttlesford District Boundary
  - Administrative Boundary
  - Potential Special Protection Areas (pSPA)
  - Ramsar
  - Special Protection Area (SPA)
  - Special Area of Conservation (SAC)

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Purpose of Issue **DRAFT**

Client **UTTLESFORD DISTRICT COUNCIL**

Project Title **UTTLESFORD DISTRICT HRA**

Drawing Title **LOCATION OF EUROPEAN SITES**

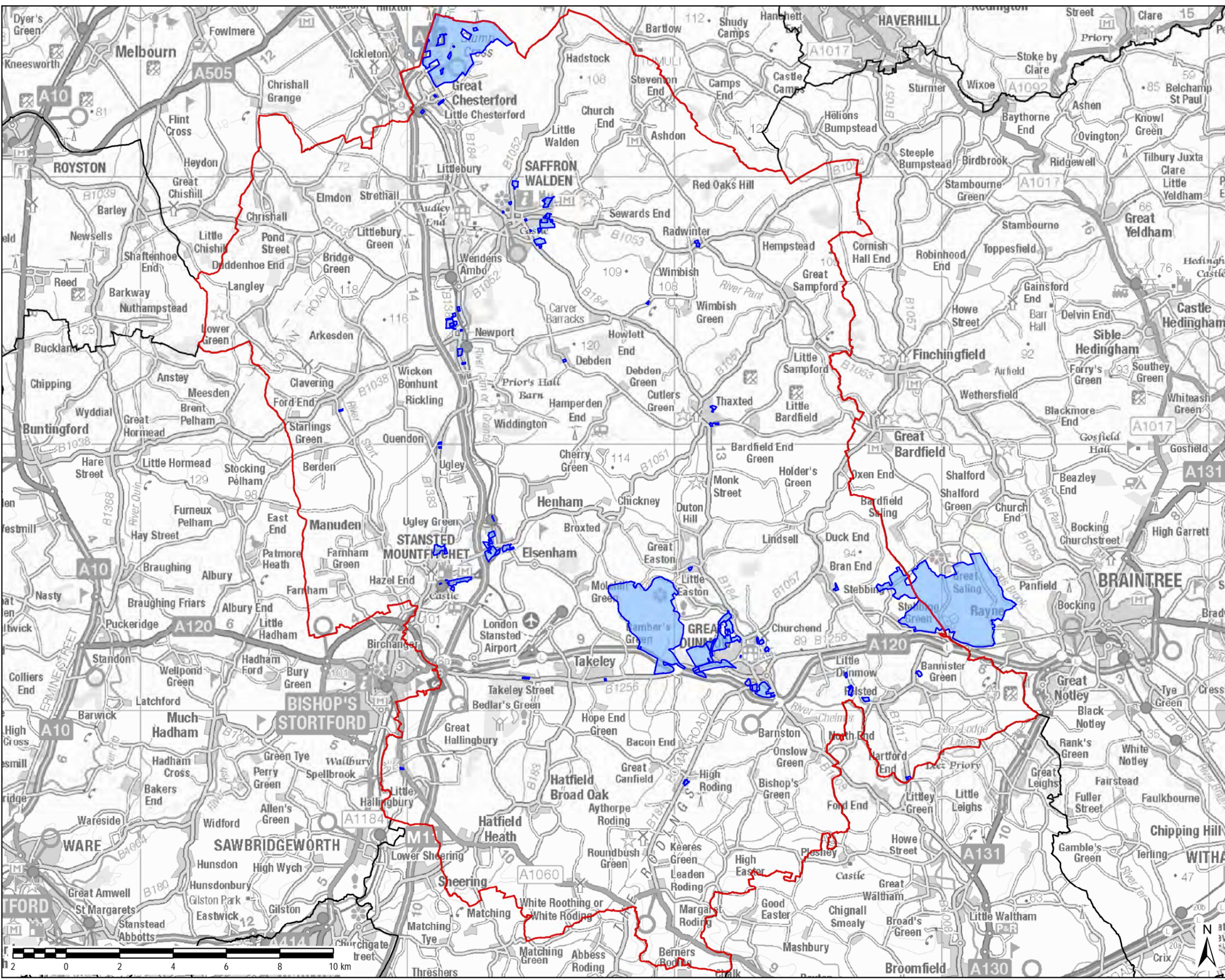
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File Name: K:\5004 - Information Systems\60577921 Uttlesford HRA\02\_Maps\Figure A1 Location of European sites.mxd



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**LEGEND**

- Uttlesford District Boundary
- Site Allocation
- Administrative Boundary

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Purpose of Issue: **DRAFT**

Client: **UTTLESFORD DISTRICT COUNCIL**

Project Title: **UTTLESFORD DISTRICT HRA**

Drawing Title: **LOCATION OF SITE ALLOCATIONS**

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File Name: K:\5004 - Information Systems\60577921 Uttlesford HRA\02\_Maps\Figure A2 Location of Site Allocations.mxd

# Appendix B – Background to European Site: Epping Forest SAC

## Epping Forest SAC

### Introduction

Epping Forest SAC is located approximately 14km south west of Uttlesford district. 70% of the 1,600 hectare site consists of broadleaved deciduous woodland, and it is one of only a few remaining large-scale examples of ancient wood-pasture in lowland Britain. Epping Forest supports a nationally outstanding assemblage of invertebrates, a major amphibian interest and an exceptional breeding bird community.

### Reasons for Designation<sup>34</sup>

Epping Forest qualifies as a SAC for both habitats and species. Firstly, the site contains the Habitats Directive Annex I habitats of:

- Beech forests on acid soils with *Ilex* and sometime *Taxus* in the shrublayer.
- Wet heathland with cross-leaved heath; and
- Dry heath.

Secondly, the site contains the Habitats Directive Annex II species Stag beetle (*Lucanus cervus*), with widespread and frequent records.

### Current Pressures and Threats<sup>35</sup>

- Air pollution;
- Under grazing;
- Public disturbance;
- Changes in species distribution;
- Inappropriate water levels;
- Water pollution;
- Invasive species;
- Disease.

### Conservation Objectives<sup>36</sup>

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The populations of qualifying species; and,
- The distribution of qualifying species within the site.

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<sup>34</sup> JNCC. (2015) Natura 200 Standard Data Form: Epping Forest SAC.

<sup>35</sup> Natural England . (2015) Site Improvement Plan: Epping Forest SAC.

<sup>36</sup> <http://publications.naturalengland.org.uk/publication/5908284745711616>

