

**Uttlesford Local Plan - Pre-Submission Consultation, April
2014**

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1 Foreword from the Leader of the Council

Uttlesford has been consistently recognised as one of the best districts in Britain to live, work and do business. We want to keep it that way and the District Council has been working hard to produce a Local Plan which protects the essential qualities of the district while at the same time delivering the housing, jobs, open space and other infrastructure which people need.

It has not been easy to reconcile conflicting views on where the housing and other growth should take place but the Council has now arrived at a position where a draft plan has been prepared which the Council believes delivers growth for the district in a sustainable way. This is the plan which the Council is proposing to submit for independent examination by an Inspector later in the year. The purpose of this final consultation which the Council is now embarking on is to highlight the issues which need to be considered by the Inspector at the examination. Please respond to the consultation to make sure that your issues can be raised.

Cllr Jim Ketteridge

Leader

Uttlesford District Council

How to Make Your Comments 2

2.1 This Local Plan is published so that representations can be made before it is submitted to the Secretary of State for examination by an Inspector. The Inspector will check that the Plan meets all the legal requirements for plan preparation. He/she will also check that the Council has complied with the Duty to Co-operate before moving on to tests for soundness. Comments at this stage in the plan preparation process have to be made in a more structured way than previous stages. Additional guidance on how to make your representations is available on the Council's website. You are strongly advised to make your representations on-line or on the published form to make sure that you supply all the information which will be needed in preparation for the examination of the plan. Forms are available on the website or contact the Planning Policy Team (see below for contact details).

2.2 The purpose of the examination is to consider whether the Local Plan complies with the legal requirements for producing local plan documents, meets the requirements of the Duty to Co-operate and is "sound". If you are concerned about **the way Uttlesford District Council has prepared the new Local Plan** it is likely that your comments will relate to a matter of legal compliance. If you are concerned about or wish to support **what the plan says** about a particular issue or area then it is likely that your comment will be about soundness and whether the plan is justified, effective and consistent with national planning policy. The table below provides a guide to the various tests. Additional information is available in the guidance note on the website.

Legal Compliance Tests	Soundness Tests			
	<i>Positively Prepared</i>	<i>Justified</i>	<i>Effective</i>	<i>Consistent with</i> <i>National Planning</i> <i>Policy Framework</i>
Has the plan been prepared in accordance with the current Local Development Scheme? Has community participation in the plan making process been carried out in accordance with	Is the plan meeting objectively assessed needs for development and infrastructure, including unmet requirements from neighbouring authorities where it is	Is the plan the most appropriate strategy when considered against reasonable alternatives, based on proportionate evidence.	Is the plan deliverable over its period and based on effective joint working on cross-boundary strategic priorities.	Does the plan enable the delivery of sustainable development in accordance with the with the policies in the NPPF.

2 How to Make Your Comments

<p>the Statement of Community Involvement?</p> <p>Has the Council published all the necessary documentation alongside the plan and advertised the consultation as set out in the Regulations?</p> <p>Has the plan been subject to a Sustainability Appraisal?</p> <p>Does the plan have regard to the Sustainable Community Strategy for the area?</p>	<p>reasonable to do so and consistent with achieving sustainable development?</p>			
<p>Duty to Co-operate</p>	<p>Has the Council provided evidence of how they have complied with any requirements arising from the duty. (Note - non-compliance with the duty to co-operate cannot be rectified after the submission of the Plan. The Inspector has no power to recommend modifications in this regard and if the duty has not been complied with the Inspector can only recommend non-adoption of the plan.</p>			

Table 1 - Local Plan Tests

2.3 If you want to make a representation seeking a modification to the plan or part of the plan you should make it clear in what way the Plan or part of the Plan is not sound having regard to the legal compliance, duty to co-operate and other tests set out above. You should try to support your representation by evidence showing why the plan should be modified and set out precisely how you think the plan should be modified.

How to Make Your Comments 2

How can I make my comments?

You can make your comments in the following ways:

On-line

Please make your comments on-line. This is the most efficient way for the Council to deal with your comments - it speeds up the process of registering and considering your comments and makes sure that what you say is captured in full.

You can make your comments on the paragraphs, policies and maps in the plan as you read through the document.

You can make your comments by clicking on the "add comments" button. To look at what other people have said you can click on the "view" button.

In order to make comments you have to be registered on the consultation system. If you have responded to previous consultations you should already be registered. Please contact the planning policy team if you need a new password or have any questions about logging into the system. It would also be useful if you could take a few minutes to check that your contact details are correct and update them if they are not. If you have not previously given an e-mail address it would be useful if you could add this because this is the easiest and most cost effective way for the Council to contact you. The Council will also use your contact details to keep you informed about the arrangements for the examination and adoption of the Plan.

To register on the on-line system please go to:

<http://uttlesford-consult.limehouse.co.uk/portal>

Or go to the Uttlesford website at:

<http://uttlesford.gov.uk/DevelopingUttlesford> and use the link

If you responded to previous consultations and gave us your e-mail address you should have received an automatic response with log in details etc. You can use these details to make comments on this document. You do not need to register again. If you have any questions about using the on-line system please contact the Planning Policy Team.

By E-Mail or Letter

If you would prefer to send a letter please make sure you look at the form and the guidance notes first and structure your e-mail or letter so that you provide all the information needed. If this information is not provided we may have to come back to you for further information and this could result in delays and your representation not being duly made within the time period.

2 How to Make Your Comments

Your comments should be e-mailed to planningpolicy@uttlesford.gov.uk or sent to the following address:

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

Closing Date for Comments

However you choose to make your comments they must be received by 5pm on.....

Please note that anything received after this deadline will not be considered. Please make sure that all the necessary information to support your representations and any changes that you are suggesting is sent along with your representation. After this stage you will not be able to make any further representations about the Local Plan to Uttlesford District Council. Any further submissions will only be possible at the invitation of the Inspector conducting the examination who may ask for further information about the issues he/she has identified.

If you have any questions about the consultation please contact the Planning Policy Team on 01799 510461, 01799 510454 or 01799 510637

If you require this document in another language or in large print, Braille or other alternative format please phone 01799 510510.

Introduction 3

Introduction

3.1 The following document outlines the Council's proposals for the local plan that it intends to submit for independent examination later in the year. It has been prepared with reference to the National Planning Policy Framework (NPPF), the Uttlesford Community Strategy, a wide range of evidence which is available on the Council's website and extensive public consultation.

3.2 The NPPF requires the Council to work collaboratively with other bodies to make sure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. The Council has taken this "Duty to Co-operate" into account in the preparation of this Plan and a statement which sets out the outcomes from this process is available on the Council's website.

3.3 The last consultation ended in January 2014 and the results are available on the Council's website. Follow the "Developing Uttlesford " link on the home page. Using the information from this and previous consultations the Council has prepared the following policies and site allocations which set out where and how new development in the District will be delivered over the plan period up to 2031.

3.4 The purpose of this consultation is to identify what the main issues are for Inspector who will conduct the examination into the plan. Following the examination the Council expects to adopt the plan early in 2015.

3.5 This document contains the following:

- The **profile** of the district provides the context for the **vision** and **objectives** which follow
- The **spatial strategy** sets out what the policies in the document will mean for the various areas in the district.
- The **strategic policies** are the key policies needed to deliver the strategy. Once the plan is adopted planning applications will be expected to conform with these policies, and the development management policies. The strategic policies are shown in purple boxes.
- The **development management policies** set out the more detailed criteria that the council will use to determine planning applications. The development management policies are shown in blue boxes.
- The **site allocations** identify areas for development and include the policies which will determine how these areas should be developed. The site allocation policies are shown in orange boxes.

3.6 This plan, when it is adopted will supersede all the saved policies from the Uttlesford District Plan adopted in 2005. A table of the superceded policies is included in Appendix 1.

3 Introduction

District Profile 4

About Uttlesford

4.1 Uttlesford is a large rural district in North West Essex covering approximately 250 square miles. It is a primarily rural area interspersed with small towns and villages. The district has a total population of 79,443 (2011 Census) The two major settlements, Saffron Walden (pop 15,500) and Great Dunmow (pop 8,830) are market towns which although still quite small by most standards provide a range of services to the areas surrounding them. There are a number of larger villages; Elsenham (pop. 3,680), Great Chesterford (pop.1,700), Hatfield Heath (pop. 1,930), Newport (pop. 3,440), Stansted Mountfitchet (pop. 6,460), Takeley (pop. 4,710) and Thaxted (pop.3,510) (2011 Census - Ward Data). These villages provide a range of services to the surrounding rural areas. There are a large number of smaller villages which mainly provide services for their local communities. Smaller hamlets, groups of cottages and isolated homes and farmsteads are scattered across the district.

4.2 The average age of the population is 40 and nearly 30% of the population is within the 45-64 age group, this is a larger percentage than that for England overall which is 25%. The proportion of older people is similar to the national average. During the plan period the number of older people in the District is expected to rise and the ratio of working age to older people is expected to fall. The number of people aged 65 and over living alone in Uttlesford is also expected to rise. The proportion of Uttlesford's population from black and minority ethnic groups is 3%, substantially lower than the England figure of 15% (2011 Census). The population is becoming more diverse over time, partly as a result of the expansion of the European Economic Community, partly as a result of the barracks at Wimbish. There are also a small number of people from travelling communities in Uttlesford.

4.3 The quality of the built heritage and rural environment in the district is very high with around 3,700 Listed Buildings and 36 Conservation Areas. This can restrict opportunities for new development in the historic centres of the towns and villages where few sites exist where development can take place without some loss to a valued environment. There are limited brownfield sites within the district.

4.4 There is one major employment centre in the south of the district at Stansted Airport and Chesterford Park is a key employment area in the north. Other employment is focused on smaller industrial estates or premises. Unemployment in the district has traditionally been lower than the national average. Jobs in manufacturing have declined but with the growth of Stansted Airport there has been an increase in jobs in transport and communication. On average residents travel much further to work than is the norm and resident's qualifications and earnings are generally higher than average. There is a link between the high level of out commuting and associated high incomes with residents commuting considerable distances to highly paid jobs elsewhere, particularly London.

4.5 House prices in Uttlesford are above the Essex average (approximately £86,965 more in Sept 2013 - Source: Essex Insight) and are affected by the proximity to London and commuting patterns. Uttlesford lies within 3 sub-market housing areas, the majority

4 District Profile

of the District is within the Harlow/M11 sub-market area, the northern part of the district lies within the Cambridge sub-market and the southeastern edge of the District is within the Chelmsford sub-market area.

4.6 Because of the rural nature of the district car ownership levels are high and public transport is limited. There is a clear link between social deprivation, economic conditions and poor health. As a district, Uttlesford has very low levels of social deprivation compared to most areas. Compared to Essex as a whole, residents of Uttlesford are more likely to be in managerial and professional occupations and to own their own homes, and are less likely to be in receipt of means-tested benefits. Despite the relatively affluent position of many in the district there are pockets of deprivation as a result of rural isolation and lack of access to services and facilities, particularly for the elderly.

4.7 Carbon dioxide emissions in the district are relatively high compared to other districts in Essex. Road transport is a major contributor to this and it is exacerbated by the presence of the M11 motorway in the area.

4.8 These issues have led to the following vision for the District going forward. The objectives and policies which will deliver the vision follow.

The District Vision 5

The District Vision

By 2031....

1. The district's high quality natural and historic environment will have been maintained and enhanced and the settlements will continue to be separate entities with green space between them.
2. The houses and facilities people need will be available and affordable locally, new sustainable housing developments will be distributed across the District.
3. The vitality and viability of our towns will have been maintained and enhanced and they will be safe, clean and attractive places. Facilities will exist for companies to grow and establish in Uttlesford.
4. There will be convenient, comfortable, safe and affordable alternatives to private transport, whether by bus or rail serving the settlements of Saffron Walden, Great Dunmow, Elsenham, Great Chesterford, Hatfield Heath, Newport, Stansted Mountfitchet, Takeley and Thaxted and the regional interchange centre of Stansted Airport.
5. The impact of Stansted Airport will have been minimised so that its presence is recognised as an asset to the District which attracts people to live, work and visit.

6 Objectives

Objectives

1. **District Character:** To preserve, conserve and enhance the locally distinctive and historic character of the market towns and rural settlements and their settings within Uttlesford and to retain the separation between settlements. To maintain and protect the Metropolitan Green Belt by only allowing building in the most exceptional circumstances.
2. **Protecting the Environment:** To protect, conserve and enhance the natural environment and varied landscape character within Uttlesford, reflecting the ecological and landscape sensitivity and promoting local distinctiveness and an understanding of the natural and historic significance of landscape features and heritage assets.
3. **Function of the Market Towns:** To preserve and enhance the historic nature of the town centres of Saffron Walden and Great Dunmow and support their function as important retail and service centres providing a wide range of services and facilities within the District. New high quality and sustainable development will support these roles within the District.
4. **Housing Need:** To deliver housing for Uttlesford and to make sure that the housing being provided creates balanced communities by delivering sustainable, safe, attractive and healthy places to live while meeting local housing needs in terms of type and tenure including affordable housing and housing for people with specific accommodation needs.
5. **Employment Growth:** To promote a local economy which encourages growth of existing and new employers by providing suitable land and premises in sustainable locations to meet the anticipated needs and aspirations of businesses. To provide opportunities for employment growth related to the airport.
6. **Sustainable transport:** To reduce travel by car, promoting realistic alternatives and locating development so that journeys can be reduced and residents and employees can access public transport, cycle and footpath networks but recognising the continuing role that the car has in meeting transport and accessibility needs in this rural area.
7. **Infrastructure:** To make sure that new and/or enhanced infrastructure is provided in a timely way to allow people to access social, educational, health, employment, recreational, greenspace and cultural facilities within and outside the district. To make sure new open space, play, sport and recreational facilities are provided to meet the community's needs.
8. **Stansted Airport:** To accommodate development which equates to a passenger throughput of 35 million passengers a year and provides for the maximum number of connecting journeys by air passengers and workers to be made by public transport. Appropriate surface access infrastructure and service capacity will be provided without impacting on capacity to meet the demands of other network users.
9. **Use of Resources:** To reduce resource use, including water in the construction, operation and eventual disposal of development to the minimum practical and

Objectives 6

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

10. **Air Noise, Ground Noise and Air Quality:** The Council will seek to minimise the impact of air noise, ground noise and poor air quality on the health and amenity of local communities and the historic environment.

7 The Spatial Strategy and Key Diagram

Introduction

7.1 The spatial strategy sets out broadly what the implementation of the plan will mean for the various places in the district. The strategy is illustrated in the Key Diagram at the end of this section.

7.2 The rural nature of the District is recognised for its intrinsic character and beauty, it's value for agricultural production and its biodiversity. The strategy is to protect and support this character and the thriving rural communities within it. The Green Belt will be firmly safeguarded to retain a belt of countryside between Harlow, Bishops Stortford, Stansted Mountfichet and Stansted Airport. The Countryside Protection Zone will make sure that land around the airport remains open and is not eroded by development. Development Limits will be used to define those areas considered to be in the countryside. The Market Towns of Saffron Walden and Great Dunmow and the key villages will be the major focus for development in the District because services and facilities are concentrated in these locations which makes them suitable for a larger scale of development.

7.3 Saffron Walden acts as a hub for public bus transport. Rail access is via Audley End station, located 2 miles outside the town. Saffron Walden provides secondary and primary schooling, a range of retail facilities, employment, leisure and health services. The town centre is of the highest environmental quality, still retaining the medieval street patterns with pleasant shopping streets, open spaces and numerous historic buildings. The strategy is to maintain and where possible enhance these historic features and to make sure new development creates a safe, inclusive and accessible environment. The Historic Settlement Character Assessment shows that apart from opportunities to the east of Thaxted Road on the southern approach to the town new development is likely to have a detrimental impact on the historic core and the landscape setting. New sites for housing will therefore be focused to the east of Thaxted Road on the southern approach to the town and development will provide land for school buildings, community facilities, additional employment and retailing, open space and playing fields and a new link road to the east of the town. Saffron Walden's function as the centre of the district will be maintained and enhanced.

7.4 Great Dunmow has a range of local services. It has no railway station but has bus connections to Stansted Airport which is a regional interchange centre for bus, coach and train services. It provides primary and secondary schooling and retail, employment, leisure and health services. The primary schools are nearing capacity but there is some capacity at the secondary school. The town centre is attractive with numerous historic buildings. The Historic Settlement Character Assessment shows that the area to the east of the town around the Chelmer Valley is an essential landscape area which adds to the environmental quality of the settlement, as such development here would be more likely to have a detrimental impact on the historic core and the landscape setting. Great Dunmow has a more limited range of services and facilities than Saffron Walden, but it is the main centre for those villages in the south of the district so it is important to support what is available. A number of industrial estates help to provide a range of local employment opportunities. The strategy is to maintain and enhance the historic character and to make sure new development creates a safe inclusive and accessible environment. New sites for residential development are allocated

The Spatial Strategy and Key Diagram 7

to the south and west of the town and these will include land for additional school provision, retail, public open space and employment in the form of general business, industrial and warehousing floorspace.

7.5 Key Villages - these are Elsenham, Great Chesterford, Hatfield Heath, Newport, Stansted Mountfitchet, Takeley and Thaxted. Hatfield Heath is surrounded by Metropolitan Green Belt (MGB) and no development is being proposed here. The other villages are suitable for a scale of development which reinforces their role of providing services to a rural area. Existing facilities in these centres include basic shopping, GP services, primary education, pubs, community halls and hourly or two hourly public bus transport to nearby towns and Stansted Airport. Elsenham, Great Chesterford, Newport and Stansted Mountfitchet have railway stations. Elsenham, Great Chesterford, Newport, and Thaxted have some local employment. The quality of the built environment in these settlements is very high. Thaxted, in particular is an important tourist draw and the need to maintain and where possible enhance this quality is paramount.

7.6 Rural Settlements – these are separated into 2 categories; villages with a primary school, (Type A) which act as local service centres for the surrounding area and villages which don't have a primary school (Type B) but may have some local services e.g. village hall/pub/shop and mainly provide services to their own community. They are listed according to type in Table 2 below.

7.7 The strategy is to preserve, conserve and enhance the local distinctiveness and historic character of these rural settlements and to retain the separation between them. Generally within this wider rural area there are limited employment opportunities and services and transport links are poor so it is important to support existing rural services where these exist. The villages contain a wealth of historic buildings, visually important open spaces and trees.

7.8 Small scale developments are proposed in the Type A villages, Clavering, Felsted, Henham, Leaden Roding, Manuden, Quendon and Rickling, Radwinter and Stebbing to support the local school and/or provide other benefits e.g. provision of open space. Other development in Type A villages may be allowed where it is supported by the community through a community plan. Development in Type B villages is likely to be more limited, although there are some existing commitments e.g. in High Roding and Littlebury, additional small scale development may be appropriate where it is promoted through a community plan.

Function	Settlement
Market Towns	
Major focus for development in the district – suitable for larger scale development	Saffron Walden Great Dunmow
Key Villages	

7 The Spatial Strategy and Key Diagram

Function	Settlement	
<p>Major focus for development in the rural area – suitable for a scale of development that would reinforce role as a provider of services to a wide rural area – except Hatfield Heath which is in the Metropolitan Green Belt.</p>	<p>Elsenham</p> <p>Great Chesterford</p> <p>Hatfield Heath</p> <p>Newport</p> <p>Stansted Mountfitchet (including ForesthallPark)</p> <p>Takeley</p> <p>Thaxted</p>	
Rural Settlements - Type A		
<p>Villages with primary school with some local services e.g. village hall/pub/shop – suitable for a scale of development that would reinforce role as a local service centre</p>	<p>Ashdon</p> <p>Birchanger</p> <p>Chrishall</p> <p>Clavering</p> <p>Debden</p>	<p>Hatfield Broad Oak</p> <p>Henham</p> <p>Leaden Roding</p> <p>Little Hallingbury</p> <p>Manuden</p>

The Spatial Strategy and Key Diagram 7

Function	Settlement	
	Farnham	Quendon and Rickling
	Felsted	Radwinter
	Fritch Green	Stebbing
	Great Easton	Wimbish
	Great Sampford	
Rural Settlements - Type B		
Villages without primary schools but which may have some local services e.g. village hall/pub/shop – suitable for a scale of development that would reinforce role as a provider of services mainly to its own community.	Arkesden	Langley
	Aythorpe Roding	Lindsell
	Barnston	Littlebury
	Berden	Little Canfield
	Broxted	Little Easton
	Elmdon	Little Dunmow
	Great Canfield	Ugley
	Great Hallingbury	Wendens Ambo

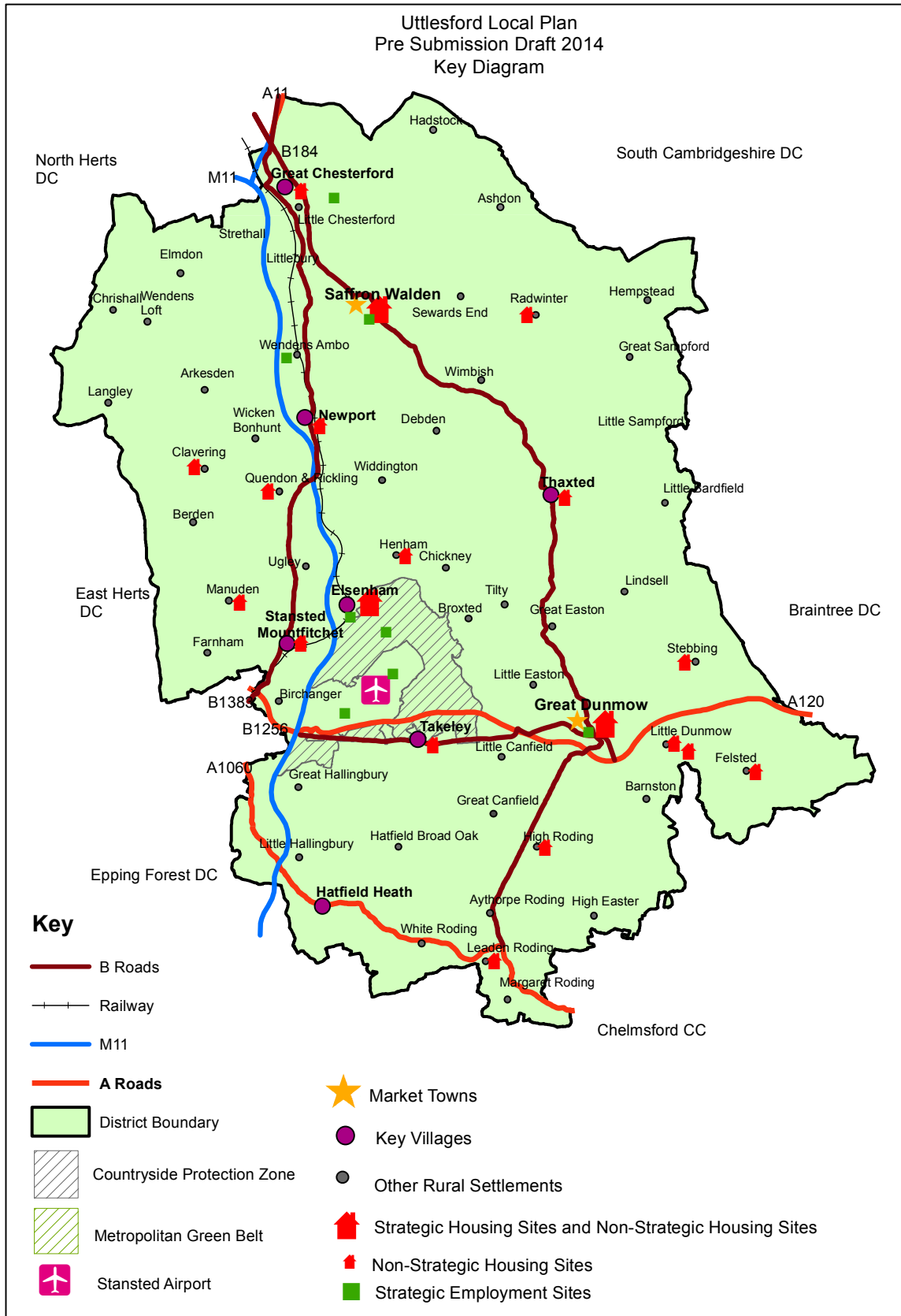
7 The Spatial Strategy and Key Diagram

Function	Settlement	
	Hadstock	Wicken Bonhunt
	Hempstead	Widdington
	High Easter	White Roding
	High Roding	Other small villages and hamlets.

Table 2 The Settlement Hierarchy

7.9 Stansted Airport - Current passenger throughput (January 2014) is 17.9 million passengers per annum (mppa). Permission exists for the use of the runway to 35 (mppa) - The Council considers that this still represents the most likely scenario on which to plan for the District. If, however, there are changes to aviation policy at the national level the Council will consider whether the plan will need to be reviewed to accommodate this. In February 2013, ownership of the airport transferred from BAA to the Manchester Airports Group. The sale may have implications for the future development of the airport. The Council will continue to work with the new owners as they develop their plans for the future of the airport and will review the plan, if necessary, to reflect any change in circumstances.

The Spatial Strategy and Key Diagram 7



Map 7.1 UDC - Key Diagram

8 General Development Principles

Introduction

8.1 This document is split into a number of different chapters. Each chapter contains the strategic policies and development management policies which would be applied to that particular type of development or location within the District. Detailed policy requirements for individual sites are set out in the Site Allocations policy section. All development will need to comply with the overarching policies below:

Presumption in Favour of Sustainable Development

8.2 Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework is also a material consideration in planning decisions and sets out what sustainable development means in practise for the planning system. This includes building a strong responsive and competitive economy, supporting strong vibrant and healthy communities and protecting and enhancing the natural, built and historic environment, improving biodiversity, using natural resources prudently and minimising waste and pollution. These principles will be taken into account in considering applications for new development in accordance with the following policy.

Policy SP1 – Presumption in Favour of Sustainable Development

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. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

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.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- **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**
- **Specific policies in that Framework indicate that development should be restricted.**

General Development Principles 8

Development Limits

8.3 The principles of sustainable development generally mean that development will be directed to the towns and villages. Development Limits are used in this plan to define the boundary between the towns and villages and the countryside beyond. In order for development within Development Limits to be acceptable it will have to comply with the following policy.

Policy SP2 - Development within Development Limits

Development will be permitted on land within development limits if:

- a. **it is in accordance with any existing allocation;**
- b. **it would be compatible with the character of the settlement and, depending on the location of the site, its countryside setting;**
- c. **it protects the setting of existing buildings and the character of the area;**
- d. **development provides adequate amenity space and does not result in an unacceptable loss of amenity space**
- e. **it does not result in any material overlooking or overshadowing of neighbouring properties;**
- f. **it would not have an overbearing effect on neighbouring properties; and**
- g. **it would not result in unreasonable noise and/or disturbance to the occupiers of neighbouring properties by reason of vehicles or any other cause.**

Quality in Design

8.4 Achieving successful new development depends on how enjoyable it is to live or work in or visit, how easy it is to find your way around and how safe you feel. This results partly from how the buildings and spaces relate to each other and their surroundings and how attractive the development is and how it fits in with surrounding development.

8.5 An important element of making high quality places is to make sure that new buildings are fit for purpose, well designed and appropriate to their location and setting. The Council will expect the design of new development to reflect any design or other guidance which has been approved by the Council e.g. Essex Design Guide, Village Design Statements and for development within Conservation Areas the Conservation Area Appraisals.

8.6 It is important that buildings to which the public expect to have access are designed to be accessible to everyone. New buildings also need to be designed in an adaptable way to make sure there is flexibility in their potential use and function over the life of the building. Homes, in particular will need to be designed in accordance with Lifetime Homes and Lifetime Neighbourhoods standards so that they can be adapted to accommodate any changing circumstances of the occupiers.

8 General Development Principles

Policy DES1 – Design

New development will be approved if it respects the historic character of towns and villages within the district and specifically within the locality of the development, including their layout, built form, open space, views and landscape setting.

The Council will assess detailed proposals to make sure the following issues have been addressed:

Siting and Layout: The design should be based on an appraisal of the site and its wider setting, be designed to the latest Lifetime Neighbourhood standards and reflect the relevant design guidance approved by the Council.

Density, scale, form and massing: The density, scale, form, massing and height of a development must be appropriate to the local context of the site and to the character of the surrounding streetscape/landscape.

Design and materials: The detailing and materials of a building must be of high quality and appropriate to its wider context. New development should employ sustainable materials, building techniques and technology where appropriate.

Accessibility: The development should meet the highest standards of accessibility and inclusion for all people regardless of disability, age or gender. New dwellings should be built to the latest Lifetime Homes standard. In developments of 10 units or more 5%, rounded up to the nearest whole unit should be designed to Wheelchair Accessible Home standards. The design should also promote accessibility by linking places to each other so that people can move easily between homes, shops and services, preferably on foot or by cycle.

Crime prevention: The design and layout of development should be safe and secure, with natural surveillance. Measures to reduce the risk of crime and anti-social behaviour must not be at the expense of overall design quality.

Adaptability: Developments should be capable of adapting to changing circumstances, in terms of occupiers and use. In particular, homes should be adaptable to changing family circumstances or ageing of the occupier.

Climate Change: Development should be capable of adaptation to cope with the effects of climate change. Development must embrace the use of high quality design including sustainable, renewable resources of energy and low emissions technology and enhance Green Infrastructure.

Employment Strategy 9

Introduction

9.1 In order to deliver the plan objectives the employment strategy is to positively support the growth and location of firms in the district, safeguard existing employment land and allocate additional employment at key locations and in association with areas of housing growth.

9.2 Uttlesford falls within two Local Enterprise Partnership (LEP) areas. The South East LEP and the Greater Cambridge/Greater Peterborough LEP. The LEPs are essentially enabling bodies. The South East LEP has, as one of its stated objectives to strengthen the rural economy and strengthen the competitive advantage of the strategic growth locations within the LEP area, of which Stansted Airport is one. The Greater Cambridge/Greater Peterborough LEP's priority areas are advocating and influencing improvements to transport infrastructure, enabling business led skills and improving the work readiness of the unemployed in target areas, promoting enterprise growth and innovation, improving international promotion and increasing inward investment promotion.

9.3 In 2012 the Council approved an Economic Development Strategy for 2012-2014. This has the following aims:

- To achieve year on year growth in the number of business start ups and in the number of new businesses surviving beyond 24 months of starting.
- To increase the percentage of Uttlesford businesses exporting to 15% by 2014
- To have the best superfast broadband network and connected economy in Essex
- Uttlesford's town centres to offer viable and exciting alternatives to out of town shopping, internet shopping and competing town centres. The delivery of year on year increases in footfall for each of the town centres.
- Promote specific and targeted propositions to attract inward investment. We define inward investment as any new investment in Uttlesford including foreign direct investment and expansion of existing businesses such as the attraction of a new process or department.
- Year on year increase in the number of people visiting Uttlesford and the number of visits by residents of Uttlesford with "wise growth" balancing the aspirations for growth in the number of visitors with the principles of sustainability.
- Ensure that the Council is supportive of and open for business.

Employment Land Requirements

9.4 The policies in this plan have also had full regard to the Employment Land Review 2011 (ELR). The ELR considers the need for land and premises for employment uses falling within the categories of factories, warehousing and offices and this plan makes

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provision for these uses. Other types of employment (e.g. in health, education, retailing) will be provided in the District as part of the development which is planned but these are not specifically provided for in the policy below.

9.5 Research and Development (R and D) falls within the remit of the ELR study but it is not office space, industry and warehousing so R and D is excluded from the calculation of land and floorspace requirements but jobs that are provided e.g at the Chesterford Research Park will contribute to the total for the District. The current Masterplan for Chesterford Research Park makes provision for a further 35,300 sq.m. (gross) of R and D floorspace. The current employment density is of the order of 35.5 sq.m. per worker. So the additional floorspace could be expected to provide 900+ jobs.

9.6 The nature of recent trends in employment space change indicate increases in the total amount of office and warehouse floorspace and a fall in the amount of industrial floorspace. This is a reflection of the picture both regionally and nationally. The ELR identifies the amount of employment land and floorspace needed during the plan period and makes recommendations as to where it should be located. The ELR used the indicative job target for the District in the Regional Spatial Strategy (RSS) for 2011-2031 of 9,200 jobs which was based on the East of England Forecast Model, 1900 of these jobs will be in the factory, warehousing and office sectors as set out in Table 3.

Forecast Employment Floorspace Requirements (as at 2031)			
	Number of Jobs (Created/lost 2011-2031)	Employment Densities ⁽¹⁾ (m2 per job)	Floorspace Requirements (m2 gross)
Factories	-1,700	32	-54,400
Warehousing	1,450	32 ⁽²⁾	46,400
Offices	2,150	18	38,700
	1,900		30,700

Notes:

⁽¹⁾ Employment land reviews guidance manual, EERA, March 2008

⁽²⁾ General industrial employment density includes "Manufacturing and non-strategic warehousing" (EERA guidance manual defines strategic warehousing as "purpose-built high-bay warehouses of around 10,000 sq m and more".) The average employment density is 90 sq.m per worker.

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Forecast Employment Floorspace Requirements (as at 2031)

Source: *Employment Land Review, Uttlesford District Council, April 2011*

Table 3 - Employment Floorspace Requirements

9.7 Converting the anticipated change in the number and type of jobs in employment uses into floorspace and land requirements using employment densities and plot ratios gives the following total land requirements.

Forecast Employment Land Requirements (as at 2031)		
	Floorspace Requirements (m ² gross)	Land Requirements (ha) ⁽³⁾
Factories	-54,400	-13.6
Warehousing	46,400	11.6
Offices	38,700	9.7
Notes		
⁽³⁾ Plot ratio of 40% (i.e. 4,000 m ² of floorspace per hectare)		

Table 4 - Employment Land Requirements

9.8 The net result of the forecast increase in the need for office and warehousing provision and the decrease in industrial land is for little overall change in the amount of land required for these uses during the plan period. But different types of uses have different locational requirements and it is important that the provision being made meets the needs and aspirations of the business sector.

9.9 An assessment of the prevailing situation in the local commercial market has highlighted the following issues:

- There is a surplus of vacant new warehousing space available at Stansted Airport and little prospect, of the un-used and under-used parts of the northern ancillary area at the airport being brought into beneficial use in the foreseeable future.
- There is an acute lack of modern office accommodation to meet the needs of Saffron Walden. Potential sites in and around the town are limited and rental values may mean development is not viable.
- There is a current surplus of industrial and particularly warehouse units in Saffron Walden, partly as a result of the recession and partly because of the difficulty of access to the M11.

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- Most of the industrial estates in Great Dunmow appear to be thriving but there is a longstanding employment allocation which has not yet been brought forward.
- There is an aspiration for “strategic” warehouse and distribution depots in locations with ready access to Junction 8 of the M11.

9.10 The employment strategy for the key employment locations within the District will address these issues.

Employment Allocations

Saffron Walden

9.11 There is an identified need for offices to meet the needs of Saffron Walden but no potentially suitable sites available in the town. Whilst there are previously-developed sites available within the town boundary they are not considered appropriate for such uses because of access difficulties and the nature of adjoining uses. Additional employment land will be provided as part of and integral to the housing allocation to the east of the town to include offices, industry, warehousing and other similar uses and retail.

Great Dunmow

9.12 A 9ha site on Chelmsford Road, Great Dunmow, is a long standing allocation as a Business Park for uses falling primarily within Class B1 but the development has never been implemented, despite ready access to the A120, the growth in passenger throughput at the airport and the relative lack of alternative sites locally. This suggests that either there is no pressing demand for additional B1 units in Great Dunmow or, as seems more likely that this site will not be released for these purposes. In line with the NPPF this long standing allocation has been reviewed and part of the site is now allocated for residential development. There is an identified need for commercial floorspace around Great Dunmow for which there are no other, readily available suitable sites so the southern part of the site will remain as an employment allocation but in order to make it as attractive as possible to prospective developers the permitted uses will be widened to accommodate industry and warehousing.

Land north east of Elsenham

9.13 The provision of employment will form part of the development to the north east of Elsenham offering the opportunity for residents to walk or cycle to work. A 4ha site is identified to the west of the Railway and the local centre will include employment development.

Gaunts End Elsenham

9.14 Planning permission has recently been granted for a substantial B1 (a) office development next to the established industrial estate in this location. This prestigious office development has the potential to bring substantial economic benefits and is likely to attract further investment. Additional land is allocated for further growth of the site in the future to provide more high quality modern accommodation.

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Start Hill

9.15 The existing site at Start Hill is close to and has good access to the M11 at junction 8. An extension is proposed on land to the east of the existing site.

Chesterford Research Park

9.16 The development of the Chesterford Research Park is progressing in accordance with the master plan approved by the District Council, albeit at a slower rate than originally anticipated. It provides research and development space and ancillary office accommodation. Current estimates are that completion will take 12-15 years. There is potential to expand the site to accommodate future requirements for R and D floor space and widen the permitted use to other similar high quality uses.

Wendens Ambo

9.17 The Employment Land Review identifies a need for office accommodation in the vicinity of Saffron Walden. Some provision has been made within the housing allocation to the east of the town. A site is also identified in Wendens Ambo to the north of the village within walking distance of the railway station which represents a sustainable location for this provision.

Stansted Mountfitchet

9.18 A small site is allocated at the auction house to the north of Stansted Mountfitchet. This is not a strategic allocation but will provide additional accommodation for the Auction House or trades associated with it e.g. picture framers, furniture restoration.

Safeguarding Existing Employment Land

9.19 As well as making new provision the plan contains policies to protect existing identified employment areas from changes of use to non-employment uses and policies which will allow the change of use of redundant agricultural buildings to employment uses in order to provide more employment in rural areas.

Other Employment Issues

9.20 In addition to the locational requirements above, the policy below seeks to address other needs in order to facilitate business growth and development within the District.

Training

9.21 The Sustainable Community Strategy identified the fact that many businesses have difficulty recruiting people with certain skills as being an issue. Where these shortages relate to modern skills such as IT training then it should be possible to identify them and address the problem. This would help to provide a local workforce better suited to the needs of modern businesses, making the District a more attractive location for them. It could also facilitate higher income levels than might otherwise be achieved by the workforce locally and reduce the level of out-commuting.

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Electronic Infrastructure

9.22 Modern day technology and business requirements are such that, in order to be able to function and compete in the business marketplace, businesses need ready access to the internet and to be able to access it speedily. This effectively means access to high speed broadband but Uttlesford is a very rural District and significant parts of it have either slow or traditional broadband coverage. For those areas the only option is satellite broadband which tends to be slow and expensive and can be affected by poor atmospheric conditions.

9.23 The Council is well aware of the potential importance of broadband to the local economy, particularly in rural areas and has therefore provided financial assistance to a company to deliver a radio broadband service for businesses and residents in the district by way of additional transmitters. With radio broadband only physical obstructions such as tall buildings or tall trees could affect the signal.

9.24 Such infrastructure will also facilitate greater opportunities for people to work from home which will both benefit the local economy and have the potential to reduce out-commuting.

Sustainable Work Practises

9.25 The policies in this plan support alternative work practises which reduce the need to travel, including working from home.

Tourism

9.26 Uttlesford has a high quality built heritage and rural environment with over 3,700 Listed Buildings and 36 Conservation Areas. The location of London Stansted within the district provides an international gateway for tourism and it is important to support and develop the tourism business opportunities within the District.

Policy SP3 - Employment Strategy

To accommodate new employment opportunities for 9,200 jobs in the district during the period of the Local Plan. Of these, some 1,900 will be in offices, factories and warehouses for which adequate and appropriate provision will be made.

This provision will include:-

- **Supporting general business, industrial and warehousing uses (other than those which constitute 'strategic warehousing') on 18 hectares of land north east of Bury Lodge Lane, Stansted Mountfitchet;**
- **Supporting and protecting the provision of airport related commercial uses within the airport boundary;**
- **Identifying in the Site Allocations sites at Saffron Walden, Great Dunmow, Elsenham and Start Hill for appropriate combinations of industrial and**

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warehousing uses (other than those which constitute 'strategic warehousing');

- Enabling and supporting the further development of the Chesterford Research Park;
- Identifying in the Site Allocations a site of the order of 0.8ha for B1(a) business development at Wendens Ambo; and
- Identifying in the Site Allocations a site of the order of 19ha for B1 business development at Gaunts End, Elsenham
- Identifying in the Site Allocations a site of 3ha at the Auction House, Alsa Street, Stansted for auction related businesses.

No specific provision is made for the creation of employment opportunities that are not in offices, factories and warehouses. These will be created as a consequence of the provision of services and facilities that meet identified local needs.

Existing employment in offices, factories and warehousing will be supported by retaining the land and buildings in these or physically similar 'sui generis' uses unless there is justifiable planning reason for doing otherwise. Existing employment sites which are considered to be no longer suited to these uses, and which will be made available for other purposes, will be identified in the Site Allocations. The Council will seek to mitigate any adverse affects 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.

Where there are existing employment uses on sites with planning permission for redevelopment for non-employment use, in accordance with the Site Allocations, the Council will seek to accommodate those uses elsewhere in the district.

The manner in which proposals for locating non-employment uses on existing industrial estates will be assessed is set out in Policy EMP1.

The re-use of rural buildings for employment uses will be permitted subject to criteria to be specified in Policy C2.

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.

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 plan period by supporting, enabling and, where necessary and practical, assisting its provision.

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Stansted Airport

9.27 The airport currently covers an area of around 950ha. Planning permission was granted in 2008 to increase the use of the existing runway at Stansted Airport to 35 million passengers per annum (mppa), current passenger throughput is around 17.4mppa. The planning permission may be implemented over the plan period so this plan needs to accommodate the development that will be needed to service this increase in passenger numbers and also any potential increase in the use of the airport for freight that may be anticipated if the increase in passenger numbers is not realised. By the time the airport serves 35mppa around 15,000 people are expected to work on the airport with a further 5,000 being employed off airport in either direct or indirectly related jobs. Only a limited proportion of these new jobs will be taken by Uttlesford residents because of the importance of airport-related jobs to the wider economy.

9.28 Land at Stansted Airport has previously been identified specifically for development directly related to or associated with the airport. The role and function of the airport, however, is now significantly different to that which was originally envisaged. It has developed into a hub for short-haul flights and “no frills” carrier airlines. These flights are now the mainstay of Stansted but planes spend little time on the ground and do not carry cargo. As a consequence of this few facilities are required for cargo storage pending trans-shipment or for catering or cleaning services and there is very little demand to take up the space reserved for airport related uses. Neither is there any mechanism to oblige companies which are airport-related to occupy premises on the airport rather than elsewhere. Much of the land to the north of the runway in the Northern Ancillary Area is unused or underused and new commercial units built on a speculative basis to the south of the runway have been empty since they were completed. This situation is contrary to the National Planning Policy Framework which encourages Local Planning Authorities to make effective use of land and some of the land north of the airport is now excluded from the airport boundary and will be made available for non-airport related employment uses.

9.29 Only airport related uses will be permitted on the remainder of the airport site itself. This will make sure that airport businesses have space to expand and allows new airport related companies to locate at Stansted Airport. Policy SP 4 aims to make sure that only airport related development is built and that the design of any new building is appropriate to the site and protects its environmental assets.

Policy SP4 - Land within the Airport

Airport related development on land within the airport boundary will be supported where the land is used efficiently, whilst protecting the environmental assets of the site and avoiding unnecessarily prominent structures.

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Existing Employment Areas

9.30 The policy identifies the existing and proposed employment areas which are to be retained in these uses. The policy also sets out the requirements that would have to be met in order to warrant making an exception to the policy of retention and permitting changes of use to non-employment uses.

Policy EMP1 – Existing and Proposed Employment Areas

Existing and proposed employment areas identified as such on the policies map will be safeguarded for offices, warehouses, factories and physically similar ‘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 where all of the following criteria are met:-

- a. **the proposed use provides an essential community benefit which demonstrably cannot be located elsewhere within the area it serves;**
- 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**
- 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 3.**

Non-Estate Employment Uses

9.31 A significant number of employment uses in the District are not on industrial estates which reflects the predominantly rural and dispersed nature of the district. Examples include factories or storage depots in residential areas or situated along main road frontages in towns and villages. Such uses may be relatively small or quite large and make an important contribution to the local economy so it is desirable that they be retained if at all possible. But such uses may come under considerable pressure for redevelopment and a change of use, usually to housing, which realises an enhanced land value. Whilst such pressure will be resisted in the interests of the local economy, there will be certain instances where an exception to this rule is warranted. The following policy sets out the overall approach to such uses and the circumstances in which such exceptions may be acceptable.

Policy EMP2 : Non-Estate Employment Uses

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.

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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 3.

Retail Strategy 10

Introduction

10.1 The retail strategy is to provide a broad range of retail and other facilities in the town centres so that people don't have to travel outside the district to access these services while at the same time preserving and enhancing the historic nature of the town centres which attracts people to visit them.

10.2 Within the District the two main towns are Saffron Walden and Great Dunmow, both traditional market towns.

10.3 Saffron Walden is the largest town in the District with the widest range of shops and other facilities it has a Waitrose supermarket in the town centre and a Tesco store outside the centre of the town. There is also a Homebase store and Rigeons, a builders merchants on the edge of the town.

10.4 Great Dunmow is an important focus for residents who live in the southern part of the District. It has a smaller range of shops and services in the town centre including a small Co-operative store and a Tesco supermarket outside the centre of the town.

10.5 Saffron Walden and Great Dunmow perform a main food-shopping role and Saffron Walden attracts a significant proportion of expenditure on comparison foods while Great Dunmow has a limited role for people shopping for comparison goods.

10.6 Stansted Mountfitchet is the third largest retail centre in the District. It has a much more limited range of shops, including a Tesco Express and a small Co-operative store in the local centre but because it is so close to Bishops Stortford most residents from this part of the District will shop there for anything other than basic day to day shopping. Thaxted offers a limited variety of retail uses. The centre's primary function is to provide a service to the local population as well as tourists. Weekly street markets are held in Saffron Walden, Great Dunmow and Thaxted.

10.7 Outside the main centres retailing is limited and the range of facilities varies from village to village, some only have a pub, others may have a shop and/or post office. In some villages there is a broader range of facilities. There continue to be losses due to economic circumstances, change of use etc. Village services remain important to the vitality of local communities and this plan seeks to address the loss of village services where possible.

10.8 There is a range of fashion and other outlets landside at Stansted Airport but this is unlikely to represent a realistic shopping destination for most people.

10.9 Around the District key regional centres like Cambridge, Chelmsford and Harlow and the smaller centres of Braintree, Haverhill and Bishops Stortford provide a much wider range of shops, services and recreational opportunities and there is a loss of expenditure to these nearby centres.

10.10 In relation to the main centres the key issues are:

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Saffron Walden

10.11 Vacancy rates in the town generally remain relatively low, which would suggest that Saffron Walden is a healthy town centre.

10.12 In Saffron Walden there is a case for providing some additional comparison ⁽¹⁾ floorspace as there is interest from retailers to secure representation in the town and from customers for expanded and improved facilities. Two Development Opportunity Sites are proposed within the town centre to facilitate new development and redevelopment for retail and other town centre uses.

In relation to convenience ⁽²⁾ floorspace the strategy plans for additional convenience floorspace. Permission has been granted for a 1,523m² discount store on Thaxted Road and 790m² of convenience floorspace will be provided as part of the Local Centre in Saffron Walden Policy Area 1. This additional floorspace would provide increased choice and therefore increase the number of residents shopping locally and reduce unnecessary travel. This floorspace could be provided through extension of existing stores but a new operator would increase choice. Planning permission has been granted for 2,973m² of retail warehousing on the site on Thaxted Road.

Great Dunmow

10.13 Evidence suggests that it would be unreasonable to plan for any significant additional comparison floorspace in Great Dunmow. A Development Opportunity Site is proposed incorporating the post office sorting yard and the Council's depot off New Street and potentially the parking area to the rear of 48 High Street. The Council recognises that the land ownership is complex and the configuration of the site is poor but as a fringe town centre site it is proposed as a Development Opportunity Site to encourage additional town centre uses. In terms of convenience floorspace the introduction of a new operator such as a discount supermarket or small main trader would improve consumer choice and offer the best prospect of attracting shoppers back to Great Dunmow. The policy proposes the provision of 1,400m² of additional floorspace to allow for a medium sized main trader. This could be accommodated as part of the development of Policy Area 2 - west of Chelmsford Road.

Stansted Mountfitchet

10.14 A new small store in Stansted Mountfitchet would be justified by retail need in the area and the objective of reducing travel, particularly by car. A Development Opportunity Site is proposed to the east of Cambridge Road incorporating Crafton Green to enable the provision of additional town centre uses.

1 clothes, shoes, furniture, electrical goods etc

2 food and drink, newspapers etc

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10.15 The retail strategy is to maintain and improve the range of retail outlets available within the district to meet people's needs for convenience shopping locally without having to travel outside the district and to meet some of their comparison goods needs. Policies in this plan seek to protect the character of the towns and villages so that they continue to provide an attractive environment which encourages people to visit them.

Policy SP5 - Retail Strategy

New retail, leisure and other town centre uses will be supported and focused in the town and local centres as defined on the policies map.

The scale of development will need to be consistent with the hierarchy below

- **Town Centres – Saffron Walden and Great Dunmow**
- **Local Centres – Stansted Mountfitchet and Thaxted**

Provision is made for 2,313m² convenience floorspace and 2,973m² of retail warehousing in Saffron Walden and 1,400m² convenience floorspace in Great Dunmow.

All development will need to respect the historic and architectural character of the centres and be of a high quality design. Mixed use developments including a residential element will be supported.

The loss of existing shops and other town centre uses will be resisted in order to protect the vitality of the town and local centres in accordance with Policy RET1.

Outside the town and local centres shops and other community facilities will be safeguarded to provide for the needs of local residents in accordance with Policy RET2.

Any proposals for retailing and other town centre uses outside the defined town and local centres or other allocated sites will be considered in relation to the sequential test in the National Planning Policy Framework. A Retail Impact Assessment must accompany proposals that exceed 1000m².

Town and Local Centres

10.16 The town centres of Saffron Walden and Great Dunmow and the local centres of Thaxted and Stansted are identified on the policies map. Retail uses in Stansted are split between two locations—Cambridge Road and Lower Street and policy RET1 will apply to both. For the purposes of this policy, town centre uses are defined under the National Planning Policy Framework as including retail, leisure, commercial, office, tourism, culture, community and residential development needed in towns. The Town and Local Centres include Primary and Secondary Shopping Frontages. The Primary

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Shopping Frontages are the main shopping streets which attract the most shoppers and therefore the Council wish to retain Class A1 shops along these streets. The secondary shopping frontages extend from the primary shopping frontages to the edge of the town or local centre and provide a mix of town centres uses. The Council will expect details of the marketing to be submitted with any application for the change of use of ground floor units along the primary shopping frontages to non A1 class uses. The requirements for marketing are set out in Appendix 3.

10.17 Residential uses can add to the vitality of the town centre and the Council will support the change of use of upper floors to residential within the centres. Mixed schemes on development sites could also include a residential element but the council would expect to see town centre uses at ground floor level on the street frontage.

10.18 Tourism is an important economic activity in all centres as a result of visitor attractions like Audley End House on the edge of Saffron Walden, the Guildhall in Thaxted and the Castle in Stansted Mountfitchet. Events like the Music Festival and Morris Weekend in Thaxted and the open air concerts at Audley End House also attract significant numbers of visitors. Development which supports this tourism function like galleries, craft workshops, cafes, bed and breakfast accommodation would be appropriate development within the centres.

Policy RET1 - Town and Local Centres and Shopping Frontages

Along Primary Shopping Frontages as identified on the policies map, change of use 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.

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.

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.

Development that would contribute to the tourism function within these centres will be supported where it preserves or enhances the character of the townscape.

Loss of Shops and Other Facilities

10.19 Within the towns, but outside the designated town and local centres and in the villages, individual shops, small parades of shops and other facilities like public houses, places of worship, village halls and health services provision are important to the local communities they serve. Some villages also have specialist outlets like antique shops, garden centres, restaurants etc which may contribute to the tourism economy. There have been continued losses of services in recent years through conversion to other

Retail Strategy 10

uses, mainly housing. It is important to recognise that some facilities perform a number of functions and their closure could result in a significant loss to the community and more travel as a result e.g. rooms in pubs or places of worship used by local groups as meeting rooms, children's nurseries etc.

10.20 The Council is generally unable to prevent the loss of these facilities unless planning permission is required e.g. for a change of use. Where planning permission is required the Council will apply the tests in Policy RET2 below. Applicants will be required to demonstrate that the use is no longer viable. The requirements for marketing etc are set out in Appendix 3. It is important that communities make good use of local facilities to make a sound case for refusing changes of use. The policy below will apply to all services and facilities. Facilities which the community feels are important to their social well being can be listed as Assets of Community Value. Where these facilities are listed as an Asset of Community Value additional requirements apply as set out in Appendix 3

Policy RET2 – Loss of Shops and Other Facilities

Beyond the defined Town and Local Centres Change of use 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:

- a. **there is no significant demand for the facility within the catchment area;**
- b. **the facility is not financially viable;**
- c. **the marketing criteria in Appendix 3 has been met; and**
- d. **equivalent facilities in terms of their nature and accessibility are available or would be made available nearby.**

New Shops in Rural Areas

10.21 In villages where there is interest in opening a new shop the Council will allow provision outside development limits where no sites are available within the development limits, providing the chosen site is next to the village and residents can walk to the new shop. Applicants will be expected to define the catchment area which the new shop is intended to serve. If there are existing shops within this catchment area applicants will need to submit a report with the application showing what the likely impact (if any) will be on these existing businesses. The Council will encourage community run schemes and schemes which provide a mix of facilities which might include a shop, post office, meeting rooms, internet access etc and possibly local transport hub e.g. for community run transport schemes, and interchange for cyclists to use public transport. This policy does not relate to settlements which have a Town or Local Centre as identified on the policies map.

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Policy RET3 – New Shops in Rural Areas

For settlements where a Town or Local Centre is not identified, planning permission will be granted for new shops/post offices on sites beyond development limits where the following criteria are met:

- a. **the retail function is restricted to convenience goods/food;**
- b. **the proposal is of a size compatible with the catchment area it is intended to serve;**
- c. **the site is well related to the village and has the potential to reduce the need for travel by car;**
- d. **there would be no adverse impact on existing shops within the catchment area; and**
- e. **there are no suitable alternative sites within development limits.**

Housing Strategy 11

Introduction

11.1 The housing strategy is to deliver enough homes of the right type in sustainable locations to meet the housing needs likely to be generated in the District during the plan period.

11.2 There are currently around 32,862 dwellings in the district. The average size of households is currently 2.5 persons per household. There is a high proportion of detached (41.6%) and semi-detached homes (30.4%) and relatively fewer terraced properties (16.6) and flats (89.9%) . The majority of homes (36%) are medium sized properties with 5 or 6 rooms. The large majority of dwellings in the district are private owned/rented dwellings (87.3%) with only 12.6% of dwellings owned by UDC or a registered social landlord.

11.3 Average house prices rose by 92% in Uttlesford from 2000-2011 and the average house price is now £332,987 (April - June 2013). 47% of all non-homeowners in the district have incomes under £15,000 per annum, affordability is therefore a big issue.

District Housing Requirements

11.4 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. The Framework requires that Local Plans should meet the objectively assessed housing needs of an area in a positive and flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This must involve using an evidence base to make sure that the Local Plan meets the full, objectively assessed needs for market and affordable housing in the local housing market area as far as is consistent with the policies set out in the Framework. Councils should work with neighbouring authorities where housing market areas cross administrative boundaries and the NPPF requires the preparation of a Strategic Housing Market Assessment (SHMA) to assess full housing needs.

11.5 In order to prepare a Local Plan which meets the Council's needs, Uttlesford District Council has worked with Essex and other adjoining authorities in commissioning demographic forecasts. Edge Analytics has undertaken the work through four separate phases and delivered the analysis using the POPGROUP suite of demographic forecasting models.

11.6 The Council has examined a range of scenarios in determining its objectively assessed need. The scenario based on the 2010-based sub-national population projections (SNPP) forecasts a high housing and jobs growth; the economic scenario which constrains population growth, and the approved (but now revoked) Regional Plan forecast a mid-range housing and jobs figure; and growth based on the Annual Monitoring Report and nil net migration forecast a low growth scenario.

11.7 The Strategic Housing Market Assessment (SHMA) uses the Greater Essex Demographic forecasts as a basis for the total amount of housing needed and identified need for 11,500 homes between 2011 and 2033 (523 dwellings per annum). The SHMA identifies a high requirement for affordable housing, with this need increasing with rising house prices. In order to meet its affordable housing need a housing requirement based

11 Housing Strategy

on the trend based forecasts is most likely to provide the greatest amount of affordable housing. The distribution of housing needs to reflect the fact that Uttlesford lies within three sub-market housing areas. The majority of Uttlesford lies within the Harlow M11 submarket area, with the northern part of the district lying within the Cambridge submarket area and the south eastern edge within the Chelmsford submarket area.

11.8 The Council considers its objectively assessed housing need is that forecast from the 2010- based SNPP. This takes account of migration and demographic change and is based on buoyant demographic household formation rates thus positively planning for the future needs of the District. This Plan demonstrates that this housing need can be met without any adverse impacts on the policies in the National Planning Policy Framework as a whole or specific policies which indicate development should be restricted; and without the need to approach neighbouring authorities under the Duty to Cooperate requesting them to accommodate some of the Council's housing requirement.

11.9 As well as delivering enough homes to meet the requirements the Council must make sure that the homes being provided meet the needs of residents in terms of affordability, size, type etc. The housing being provided will need to be an appropriate mix reflecting the needs within the population. The SHLAA identifies that the requirement is for family market houses but smaller 1 and 2 bed social affordable homes.

11.10 The base date of the Local Plan is 2011. Between 2011 and 2031 the plan needs to deliver 10,460 homes – an average annual requirement of 523 homes.

11.11 In relation to potential supply, 1,061 homes have been built in 2011/12 and 2012/13. As at April 2013 1,970 homes had been granted Planning Permission on larger sites i.e 6 units or more. A further 243 are considered deliverable but do not have planning permission - these sites are phases of larger developments which were allocated in the previous Local Plan but have not yet been built. Historical evidence shows that windfall sites make a contribution to the number of annual completions, and it is forecast that in the light of available sites and planning policy, windfall sites will continue to be permitted and built in the future at a rate of 50 dwellings per year. Taking this into account this plan needs to deliver 6,286 homes on new sites. Since April 2013 a number of sites have been granted planning permission which will contribute to meeting this need. Sites which contribute to the housing supply are identified in the site allocations section.

Requirement 2011-2031	
Annual requirement of 523 homes a year for 20 years	10,460
Supply 2011-2031	
Homes which have already been built between 2011/12 and 2012/13	1,061
Sites of 6+ units with Planning Permission at April 2013	1,970

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Requirement 2011-2031	
Deliverable Sites without Planning Permission at April 2013	243
Windfall Allowance at 50 Dwellings a year	900
Total Supply	4,174
Requirement - Supply	6,286

Table 5 Housing Requirement and Supply

11.12 The Housing Trajectory below demonstrates that taking into account the sites proposed in this plan there is an adequate five year supply of housing land in the District.

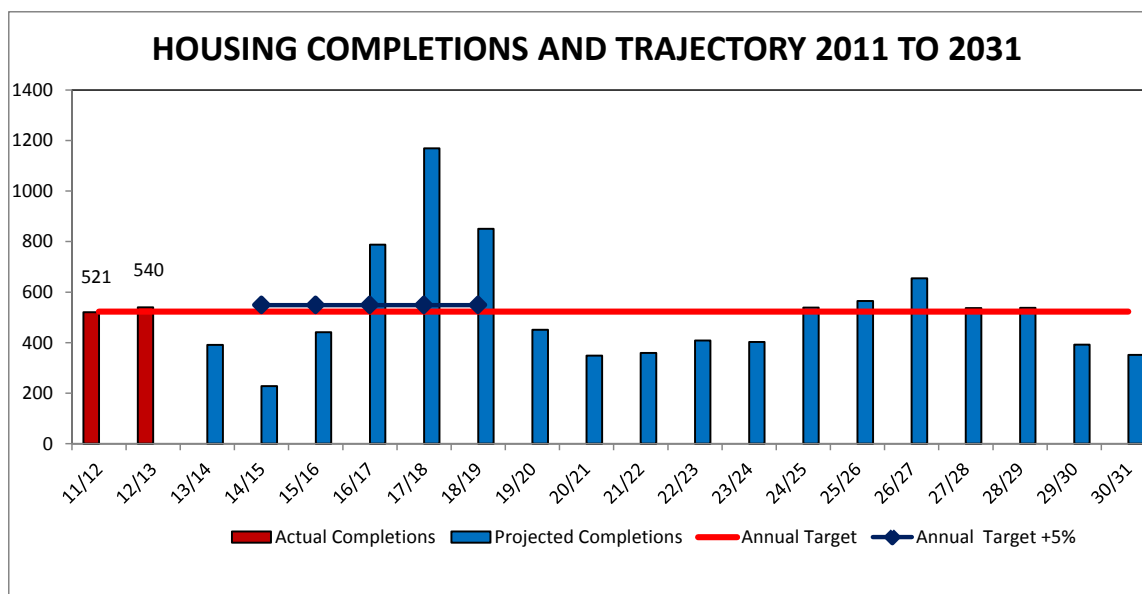


Figure 11.1 Housing Trajectory 2011-2031

11.13 As well as delivering enough homes to meet the requirements the Council must make sure that the homes being provided meet the needs of residents in terms of affordability, size, type etc. The housing being provided will need to be an appropriate mix reflecting the needs within the population.

11.14 The majority of properties in Uttlesford are privately owned. The District Council owns and maintains around 2,870 properties. Smaller numbers are owned by Housing Associations and the Ministry of Defence.

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11.15 The delivery of affordable homes is a key element of the Council's own housing strategy. Because of high house prices there are some members of the population, particularly younger people and those on low to modest incomes, unable to access the housing market. High housing costs have also led to a growing number of households who do not necessarily require subsidised affordable housing but, due to inflated house prices, are financially restricted from entering the private housing market. This applies particularly to 'Key Workers' and other workers on modest incomes who are key in providing public services and supporting the commercial businesses on which sustainable economic growth depends.

11.16 Allocated sites will be expected to provide a proportion of affordable housing and other development will be required to make a contribution to delivery of affordable housing. This plan continues the Council's long standing and successful approach to allowing "exception" schemes on sites outside development limits for affordable housing.

11.17 The number of people over 65 living in the district is expected to grow considerably over the lifetime of the plan. In addition to the provision of sheltered housing a need has been identified for extra care accommodation which provides higher levels of care. Bungalows will also be required as set out in the relevant site allocation policies. Provision will also be made for homes which meet Lifetime Homes standards and wheelchair accessible housing. Policies are also included in the plan which will allow homes to be provided for people involved in agriculture or working in the rural area.

11.18 Carver Barracks at Wimbish is a Ministry of Defence base with around 1500 military staff and their dependents living on the site. There are no specific proposals for development of the base but any accommodation needs identified during the plan period could be accommodated within the site.

11.19 The Council is intending to produce a separate plan which will allocate specific sites for Gypsies and Travellers. The programme for the preparation of this plan is set out in the Local Development Scheme which is available on the Council's website. A call for sites was held in October 2012 and it is anticipated that the Plan will be adopted in 2016. This plan contains a development management policy which sets out the criteria which the Council will use to determine any planning applications for Gypsy and Traveller sites received in the meantime.

Policy SP6 - Meeting Housing Need

The housing strategy will:

- **Provide for 10,460 new homes between 2011 and 2031**
- **Require the provision of an element of affordable housing by securing 40% affordable housing in schemes of 15 units or more, securing 20% on schemes of 5 – 14 units and a financial contribution on schemes of 2 to 4 units.**
- **Make provision for affordable housing for local people in rural areas by permitting exception sites for affordable housing on certain sites when provided in association with a Registered Provider.**

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- Provide housing to meet other special housing needs such as key workers, the disabled, elderly and agricultural/rural workers.
- Provide for the operational needs of military personnel at Carver Barracks.
- Provide for sites for Gypsies, Travellers and Travelling Show People.

Policy SP7 - Housing Strategy

Provision is made for 10,460 new homes in Uttlesford during the period 2011 to 2031 in the following locations:

- 2100 new homes as a new linked settlement to the north east of Elsenham
- Committed and identified redevelopment sites within Saffron Walden, Great Dunmow and Stansted Mountfitchet
- Committed urban/settlement expansion, at Forest Hall Park, Birchanger/Stansted Mountfitchet; Priors Green Takeley/Little Canfield; Woodlands Park, Great Dunmow; and Fritch Green.
- A minimum of 1350 dwellings on the north west and southern edges of Great Dunmow and a minimum of 976 dwellings on the northern and eastern edges of Saffron Walden.
- On the edge of and in the Key Villages, a minimum of; 548 in Elsenham; 95 in Great Chesterford; 219 in Newport; 233 in Stansted Mountfitchet; 232 in Takeley, 123 in Thaxted; and a minimum of 273 in other villages where there would be rural sustainability benefits.

The design and layout of housing developments including any new infrastructure will:

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

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Housing Density

11.20 Density is a measure of the number of homes which can be built on a site. It is usually expressed in terms of the number of homes per hectare. It is important that the density of development is appropriate to the site to make sure the quality of the development is good, to make the best use of the land available and for sites on the edge of settlements to reduce the amount of greenfield land being used. Higher densities do not necessarily mean lower quality. Many of the central areas of the historic town centres are built to quite high densities. Density should depend on the character of the area and the types of development being proposed but the policy below should be taken into account when schemes are designed.

Policy HO1 - Housing Density

Proposals for new housing development should fall within the density ranges below:

Location	Number of Homes per Hectare
Within town Development Limits of Saffron Walden and Great Dunmow	35-67
Within Development Limits of any other settlement	30-50
Adjacent to any settlement	30-50

Table 6

Housing Mix

11.21 It is important that the plan provides for a choice and mix of housing across the District in order to create balanced and sustainable communities in two respects: within a larger site, and villages as a whole in the case of smaller settlements. Widening housing choice broadens the appeal of an area and helps in meeting the needs of existing residents. The council will expect the mix of new residential schemes to reflect the most recent Strategic Housing Market Assessment evidence of need taking into account local character considerations and viability.

Policy HO2 – Housing Mix

All proposals for new housing developments of 5 dwellings or more or 0.17 hectares and above will be required to provide a mix of dwelling types and size to meet the needs of the local area and the district as a whole as evidenced by the most recent Strategic Housing Market Assessment and local character considerations and viability.

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Subdivision of Dwellings

The character of an area may be adversely affected by subdivision of existing properties or change of use to multiple occupancy as a result of on-street parking, the use of garden space for car parking, an increase in overlooking of adjacent properties and general noise and disturbance. If a dwelling is within a flood risk area, subdivision creating a ground floor flat could mean a flat being created with no access to a first floor level for refuge. The potential adverse effects of the subdivision or multiple occupancy of residential properties will be controlled by the following policy.

Policy HO3 - Subdivision of Dwellings and Dwellings in Multiple Occupancy

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:

- a. **sufficient car parking is provided in accordance with the standards;**
- b. **there would be no material overlooking of neighbouring properties;**
- c. **a reasonable amount of amenity space is available for the occupiers of the newly-created units;**
- d. **within dwellings in flood risk areas, no sleeping accommodation is provided on the ground floor unless floor levels are set appropriately above the relevant flood levels and**
- e. **the development would not have a detrimental effect on the character of the area by reason of:-**
 1. **on-street parking; or**
 2. **the loss of garden space for use as car parking; or**
 3. **the likelihood of general noise and disturbance.**

Residential Extensions

While extensions to the home reduce the stock of smaller, cheaper housing, an extension may be the only way many households can afford to secure the accommodation they need as their requirements change. The Council will refer to design guidance which has been approved by the Council e.g. The Essex Design Guide in determining planning applications for extensions. All applications for extensions will have to be accompanied by a home energy assessment form and the applicant will be notified of energy saving measures that the Council will require as part of the conditions of granting planning permission for the extension. Additional care is required when extending homes in the countryside to ensure the character of the area is protected. Extensions to Listed Buildings will also have to maintain any features of architectural and/or historic interest which caused them to be listed.

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Policy HO4 – Residential Extensions

Residential extensions will be permitted if the following criteria are met;

- a. **their scale, design and external materials respect those of the existing building;**
- b. **there would be no material overlooking, overshadowing of, or loss of daylight to, nearby properties;**
- c. **development would not have an overbearing effect on neighbouring properties;**
- d. **the extension will not lead to the over development of the site or cramped appearance of the development; and**
- e. **the extension will not lead to a detrimental impact on the overall character of the street scene.**

Residential Development in Settlements without Development Limits

Infilling between existing dwellings and the development of other village sites often provide opportunities for the provision of additional homes. However, care should be taken to make sure such development is appropriate, well designed and well related to its surroundings. This will be particularly important beyond development limits where the sensitive nature of these sites requires development only to be allowed where it will not adversely affect the local environment and where it will not lead to over development. It is also important to safeguard the interests of residents in surrounding houses by making sure that residential amenity such as large gardens, privacy and the character of the area is maintained.

Policy HO5 – Residential Development in Settlements without Development Limits.

Proposals for small scale residential development on sites in settlements without development limits will be permitted if the following criteria are met:

- a. **the setting of existing buildings, the natural and historical environment, and the character of the area are protected;**
- b. **the resulting garden space is not unreasonably small;**
- c. **the development would not have an overbearing effect or cause disturbance to neighbouring properties;**
- d. **there would be no material overlooking or overshadowing of neighbouring properties; and**
- e. **the resulting development would not result in unreasonable noise and disturbance to the occupiers of neighbouring properties from vehicles or any other cause.**

Housing Strategy 11

Replacement Dwellings in the Countryside

In certain circumstances the provision of replacement dwellings in the countryside will be acceptable. These are set out in the policy below together with the criteria that will need to be complied with and the requirements that will be placed upon the grant of any planning permission.

Policy HO6 - Replacement dwellings in the Countryside

The replacement of existing dwellings will be permitted providing the following criteria are met:

- a. **the existing property does not make a positive contribution to the local character of the area;**
- b. **the replacement will result in a visual improvement to the site and the surrounding area;**
- c. **the proposed dwelling follows the footprint of the existing dwelling unless the applicant can demonstrate why the dwelling would be best located elsewhere on the plot;**
- d. **the proposed dwelling is not materially larger than the one it is replacing; and**
- e. **the replacement dwelling is not harmful to the landscape by reason of its size, scale, setting or design.**

If the proposed new dwelling is not on the footprint of the original, the existing house will be required to be demolished within a month of the first occupation of the new house. In order to make sure that the new dwelling remains of a proportionate size to that which it replaces, permitted development rights may be removed.

Affordable Housing

There are, and will continue to be, many households in Uttlesford lacking their own housing or living in housing that is inadequate or unsuitable, who are unlikely to be able to meet their needs in the housing market without some assistance.

For affordable housing to be relevant to those in housing need in Uttlesford it must be available, both initially and for subsequent occupancy, only to those with a demonstrable housing need.

This plan sets a target of;

- 40% of dwellings to be affordable on sites of 15 or more dwellings or 0.5ha or more;

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- 20% of dwellings to be affordable on sites of 5-14 dwellings or sites of between 0.17ha and 0.49ha. In exceptional circumstances, the Council may accept an equivalent financial contribution to help deliver off site affordable housing. In these cases the applicant will be expected to demonstrate that the provision of affordable housing renders the development unviable.
- a financial contribution to be provided on sites of 2-4 dwellings to help deliver off-site affordable housing.

This financial contribution will be based on the build cost of an affordable unit and will be subject to annual review. The Council will calculate the financial contribution as follows:

- A four unit development would provide 80% of the build cost of an affordable unit.
- A three unit development would provide 60% of the costs
- A two unit development would provide 40% of the costs

The Council encourages meeting affordable housing requirements through one of its preferred Registered Providers (RP) who have the management abilities and local knowledge to effectively manage new affordable housing.

The percentage and type of affordable housing on any given site may be subject to negotiation at the time of a planning application, to allow issues such as site size, sustainability and viability to be considered. An appropriate mix of tenures and property size would need to be agreed and will be determined by local circumstances. The Council will set down in its Developer Contributions Guidance - available on the website. the tenure split, mix and distribution that it expects. Currently the tenure split is 70% affordable rented or Social Rented Tenure, 30% Shared Ownership Tenure. Affordable housing units will be normally be distributed throughout the development in clusters of no more than 10 units, depending on the size of the development.

Requirements for affordable housing provision can render some schemes unviable, especially when faced with a down turn in the housing market. The council encourages new housing developments and so the viability of schemes is a key consideration. It is the responsibility of the applicant to commission a viability study by specialists to be agreed with the Council to prove that the affordable dwellings requirement as set out in the policy will make their scheme unviable.

Where appropriate, consideration will also be given to the provision of specialist housing to meet needs in the District. Needs for specialist accommodation are identified in the Council's Housing Strategy and the Council will work with partner organisations to deliver the housing required.

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Policy HO7 – Affordable Housing

Developments on sites of 15 dwellings or more or sites of 0.5ha or more will be required to provide 40% of the total number of dwellings as affordable dwellings on site.

Developments on sites of 5 and 14 dwellings or sites between 0.17ha and 0.49ha will be required to provide 20% of the total number of dwellings as affordable dwellings on site or an equivalent financial contribution as advised by the District Council.

Developments on sites of 2-4 dwellings will be required to provide a financial contribution to help deliver off-site affordable housing.

Where it can be evidenced to the satisfaction of the council that these requirements would render the development unviable the council will negotiate an appropriate proportion.

Affordable Housing on Exception Sites

As a consequence of the scale of affordable housing needs and the need to retain mixed and balanced communities, the council will also exceptionally release suitable land in rural areas for local needs housing that would not otherwise normally receive planning permission.

It is important to establish that a need exists and then to make sure that accommodation is made available for those people who have a genuine need for housing in the locality that they cannot meet in the market. Such people may, for example, include residents who need separate accommodation locally, those who provide an important local service, or people who have longstanding links with the local community, such as people who used to live in a village but were forced to move away because of a lack of affordable housing, and people who need to move back into a village to be near relatives. 'Local' in this context means 'within the parish', principally, although the needs of those who live or work in an adjoining parish may also be accepted. This would particularly apply where a scheme is proposed in a larger village that would meet the needs of adjoining smaller communities. Properties need to meet an identified local need and be provided and maintained by a registered or other provider, to be agreed by the Council at an early stage. On some exception sites the Council may consider development that includes cross-subsidy from open market sales on the same site. The applicant would need to demonstrate to the Council's satisfaction that a mixed tenure scheme was essential to the viability and delivery of the development.

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Policy HO8 - Affordable Housing on "Exception Sites"

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:-

- a. **the development will meet a demonstrable local need that cannot be met in any other way;**
- b. **the development is of a scale appropriate to the size, facilities and character of the settlement; and**
- c. **the site adjoins the settlement.**

The inclusion of market housing in such schemes will be supported provided that:-

1. **viability appraisals demonstrate that the need for the market housing component is essential for the successful delivery of the development; and**
2. **the proportion of market housing is the minimum needed to make the scheme viable.**

Agricultural/Rural Workers Dwellings

The erection of a new dwelling for someone engaged in agriculture or rural activity who has to be available on the holding at all times is one instance where new buildings may exceptionally be permitted in the countryside.

Applications for planning permission in such circumstances will need to demonstrate that the agricultural or rural enterprise, or intention to engage in one is genuine and will be sustained for a reasonable period of time that is sufficient to warrant a dwelling in the countryside where it would not otherwise be permitted. Applications should include clear evidence that the proposed enterprise has been planned on a sound financial basis. It will also be necessary to establish that the enterprise needs one or more full time workers to be readily available at most times, for example to provide essential care to animals or processes at short notice and to deal quickly with emergencies that could cause serious loss of crops or produce.

Such dwellings may be exceptionally permitted in open countryside only because of the needs of the enterprise. Before permission is granted there has to be a clearly established existing need.

In these cases dwellings will normally be modest in size, in line with the function of providing appropriate care, and be related to the needs of the holding in terms of its scale. The test is a stringent one. The application must demonstrate that new residential accommodation is essential for the enterprise, and not just convenient.

Housing Strategy 11

Policy HO9 – Agricultural/Rural Workers' Dwellings

An agricultural/rural workers' dwellings will be permitted if it meets the following criteria:

- a. **the dwelling is essential for the proper functioning of the enterprise to enable one or more full time workers to be readily available at most times;**
- b. **the enterprise is economically viable to the extent that it can sustain the dwelling proposed;**
- c. **the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned;**
- d. **the size and location of the proposed dwelling is commensurate with the established functional requirements of the enterprise, rather than those of the owner or occupier; and**
- e. **the proposed dwelling should satisfy other planning requirements including access arrangements, energy efficiency, siting and impact on the countryside and flood risk.**

In granting planning permission the Council will:

1. **make sure that the dwellings are kept available for meeting this need for as long as it exists; and**
2. **remove the permitted development rights.**

Removal of Agricultural or Rural Workers' Dwelling Occupancy Conditions

The need for agricultural or Rural Workers' Dwellings may change from time to time with economic circumstances and some agricultural dwellings approved in the past have since become surplus to requirements. In order to maintain the credibility of this policy it is important that such conditions, once imposed, should remain in force unless it can be proved beyond doubt that the essential need no longer exists, both on the particular holding and in the locality. The onus will be on the applicant to demonstrate this in accordance with the guidance on marketing set out in Appendix 3.

Policy HO10 – Removal of Agricultural/Rural Workers' Dwelling Occupancy Conditions

An occupancy condition restricting the occupancy of a dwelling to a person employed or last employed in agriculture or rural worker will not be removed unless the council is satisfied that:-

- a. **the long term need for the dwelling has ceased; and**
- b. **there is no evidence of a continuing need for housing for persons employed or last employed in agriculture or other rural work in the locality.**

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Sites for Gypsies, Travellers and Travelling Show People

Sites for Gypsies, Travellers and Travelling Showpeople should be provided in sustainable locations, which are not at risk of flooding and have access to health, education, utility services and other community facilities. Sites should be connected to the sewer network where reasonably possible. Funding for the provision of sites and plots may be sought as part of the developer contributions from strategic housing sites. The Council is unlikely to grant consent for commercial uses in the countryside.

Policy HO11 - Sites for Gypsies, Travellers and Travelling Showpeople

The Council will identify sites for Gypsies, Travellers and Travelling Show People in the Site Allocations Development Plan Document, or through the planning application process in accordance with the following criteria:-

- a. **sites should be located, designed and landscaped to minimise any impact on the natural, built and historic environment;**
- b. **sites should have safe pedestrian access, and safe vehicular access to and from the public highway and allow for parking, turning and servicing of vehicles on site;**
- c. **sites should not be located within areas at risk of flooding;**
- d. **sites should be capable of being provided with drainage, water supply and other necessary utility services;**
- e. **sites should be of an appropriate size to provide the planned number of caravans together with amenity blocks, play areas, access roads and structural landscaping; and**
- f. **in addition the plots for Travelling Showpeople should be large enough for the storage and maintenance of rides and equipment.**

Environmental Protection 12

Introduction

12.1 This plan aims to reduce the use of resources and minimise greenhouse gas emissions by encouraging the supply and use of appropriate renewable energy and low carbon technologies.

12.2 The world's climate and weather patterns are changing. Global temperatures are rising causing more extreme weather events. In Britain the Climate Change Act 2008 established a long-term framework to tackle climate change. Its aim is to encourage the transition to a low-carbon economy in the UK through legally binding targets on carbon emission reductions. It requires Government to reduce greenhouse gas emissions by:

- cutting emissions by at least 34% by 2020 and 80% by 2050 - below the 1990 baseline;
- setting and meeting five-yearly carbon budgets for the UK during that period.

and

- requiring that those carbon budgets be set three budget periods ahead - so that it is always clear what the UK's emissions will be for the next 15 years.

12.3 Half of all the country's carbon emissions come from the energy used in constructing, occupying and operating buildings. A high standard of construction is therefore important if these targets are to be met. Sustainable design and construction takes account of the resources used in construction and also how buildings are designed and used. While consideration of energy and carbon impacts is important sustainable design and construction goes much wider than this and seeks to:

- minimise the use of resources (including energy and water)
- make sure that the built environment mitigates against and is resilient to the impacts of climate change
- protect and enhance biodiversity and green infrastructure
- provide buildings that are pleasant and healthy for occupiers and users
- make sure that materials come from sustainable sources; and
- minimise waste.

12.4 In relation to carbon emissions particular problems arise from the rural nature of the district which leads to dependence on private cars for transport and the use of high emission fuels for heating such as oil, liquid petroleum gas (LPG) and electricity. In 2011, the per capita emissions for Uttlesford District were estimated to be 10.2 tonnes of CO² compared with a total for Essex of 6.1 tonnes. The largest contributor to CO₂ emissions (6.00 tonnes) is road transport. | (Source 2011 Local Authorities CO₂ emissions estimates, statistical summary)

12 Environmental Protection

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

12.6 The supply of previously-developed land in the District is limited and brownfield sites will only make a relatively limited contribution to the delivery of the growth targets. In order to make the best use of available land resources, the Council will continue to encourage and support the re-use of previously-developed sites where these become available. By their very nature brownfield sites can be habitats for protected species such as great crested newts, owls and bats. Development of brownfield sites will need to take into account the requirements of Policy NE1. Sites being proposed for development are, as far as possible outside areas known to be at risk from pollution, contamination, floodrisk or will be required to provide appropriate mitigation/safeguards. Natural resources will be protected and all development will be expected to contribute to recycling and energy efficiency.

Policy SP8 - Environmental Protection

The Council will support development which ensures the prudent and sustainable management of the District's towns, villages and countryside by:-

- **employing best practise in sustainable design and construction;**
- **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;**
- **minimising the amount of unallocated greenfield land that is developed;**
- **retaining and enhancing the character, appearance and setting of those areas, settlements or buildings that are worthy of protection;**
- **reducing, to an acceptable level, any pollution that may result from development;**
- **reducing, to an acceptable level any impacts arising from known or potential contamination both on development sites and on sites which affect development sites;**
- **locating development on land identified as being at low risk from flooding and taking into account any potential increased risk of flooding from new development;**
- **promoting development that minimises consumption of and protects natural resources including water;**
- **promoting development that makes provision for waste recycling; and**
- **promoting development which is located and designed to be energy efficient.**

Environmental Protection 12

Pollution

12.7 The planning system plays a vital role in making sure all new development takes into account pollution levels and ways to minimise these. Pollution can come from many sources, including light, noise, air, odour and vibrations, all of which can have a damaging effect on the local environment, amenities and health and wellbeing of residents and visitors.

12.8 All development will be assessed on the level of pollution it would generate and the effect it would have on the surrounding area including the natural and historic environment. Assessments will be made in relation to the benefits of the development, such as job creation, affordable housing, and sports provision etc, against the degree of impact caused by the development.

12.9 The Council will expect the development to mitigate any negative effects caused and also take into account any controls and mitigation measures that could reasonably be imposed by condition e.g. hours of operation.

12.10 It is also important to make sure that developments sensitive to pollution such as homes and schools are not located in areas affected by nuisance.

Policy EN1 – Pollutants

The potential impacts of exposure to pollutants must be taken into account in locating development, during construction and in use.

Planning permission will be granted where the development and uses would not cause material disturbance or nuisance to occupiers of surrounding land uses or the historic and natural environment or the need for development is judged to outweigh the effects caused and the development includes mitigation measures to minimise the negative effects.

Developments sensitive to sources of nuisance will be permitted where the occupants would not experience significant nuisance, or the nuisance can be overcome by mitigation measures.

Nuisance includes: Noise or vibrations generated, smell, dust, glare and light spillage, fumes, electro magnetic radiation, exposure to other pollutants.

Air Quality

12.11 A large area within Saffron Walden is designated as an Air Quality Management Area (AQMA) because of poor air quality resulting from high levels of nitrogen dioxide at particular road junctions. The Council will promote measures to improve air quality and will support development which does not result in poorer air quality than national air quality objectives seek to achieve. Where possible development should contribute to improvements in air quality.

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12.12 Poor air quality is also anticipated alongside the M11 and the A120. Since both run through the countryside where there is strict control on new buildings it is unlikely there will be many proposed developments close to either road.

Policy EN2 – Air Quality

Development will be permitted as long as it does not involve users being exposed on an extended long-term basis to poor air quality. The cumulative impact on air quality from a number of developments in a local area will be considered and mitigation measures may be required.

Development within or affecting Air Quality Management Areas should include an air quality assessment detailing the impact of the new development on air quality and a mitigation strategy which shows how any adverse impacts will be addressed.

A zone 100 metres on either side of the central reservation of the M11 and a zone 35 metres either side of the centre of the A120 have been identified as particular areas to which this policy applies.

Contaminated Land

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

Policy EN3 – Contaminated Land

Development on a site where the land is known or strongly 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 groundwater).

Waste and Recycling

12.14 Uttlesford has been very successful in encouraging residents to recycle their domestic waste. The proportion of household waste being reused or recycled or composted in 2012/13 was the highest in Essex. Nearly 56% of Uttlesford's waste is being diverted from landfill. The Council in its role as waste collection authority, in partnership with Essex County Council will continue to encourage recycling by making appropriate facilities available throughout the district. There is a Civic Amenity site in Saffron Walden and a new Waste Transfer Station is being planned in Great Dunmow.

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New buildings should incorporate space for recycling and collection of compostable materials. New development should minimise non-renewable resource consumption including building materials and re-use and recycle construction and demolition waste.

Policy EN4 - Waste and Recycling

Development will be supported where it is designed in order to minimise the production of waste and make adequate and appropriate provision for the recycling of waste and maximises the use of recycled building materials and uses sustainable building materials and techniques. Major development applications will need to demonstrate the relevant measures that the scheme incorporates and the anticipated levels of waste generation.

Noise

12.15 This policy aims to make sure that wherever practicable, noise sensitive developments are separated from major sources of noise such as road, rail and air transport and certain types of industrial development.

12.16 Aircraft movements are a particular major source of noise in Uttlesford. Stansted Airport Noise Strategy and Action Plan 2010-2015 (Building on a Sound Foundation) sets out what controls there are on noise generated by departing and arriving aircraft (Sections 5.1 and 5.2). The strategy also sets out what controls there are on ground noise (Section 5.3) and what the night noise restrictions are (Section 5.4). A revised action plan will need to be delivered every five years or whenever a major development occurs, affecting the noise situation.

12.17 Calculation of the noise index of exposure to aircraft noise takes into account the level of use of each Noise Preferential Route (NPR) and glide path, the number of aircraft movements and aircraft type. Indices are calculated for each year, based on the actual number of movements, and for the future scenario of 35mppa using assumptions. Monitoring of air noise patterns will help to make sure that the policy continues to be applied to the most appropriate area. Noise sensitive developments include residential uses.

12.18 Appendix 4 indicates the appropriate response to the level of noise by source. This includes road, rail and mixed sources as well as air noise.

Policy EN5- Noise Sensitive Development

Housing and other noise sensitive development will be permitted where the occupants will not experience significant noise disturbance. This will be assessed by using the most up to date and appropriate noise contour for the type of development and will take into account mitigation by design and sound proofing features.

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Flood Risk

12.19 All development should be located in areas at low risk. The main risk in the District is from fluvial flooding. Just over 96% of the District lies within Flood Zone 1 where there is a low probability of flooding. The scale of development required can be provided on land which is at the lowest risk of flooding and all built development is located in this zone. Development in certain locations may cause flood risk elsewhere as a result of increased run off. Surface water run off from new development should be controlled as near to the source as possible and ideally within the boundary of the development. A flood risk assessment will be required for each site in accordance with the standing advice published by the Environment Agency. The Council will work with developers and the Environment Agency to achieve sustainable local flood mitigation measures as part of the development. Any residual risk should be able to be safely managed with safe access and escape routes where required and by emergency planning.

12.20 Policy EN5 sets out whether the principle of different types of development distinguished by the vulnerability to flooding are acceptable in the different flood zones and whether an exceptions test is required. The Flood Risk Vulnerability classification is set out in the Technical Guidance to the National Planning Policy Framework. Examples of essential infrastructure are transport and utility infrastructure; highly vulnerable developments include basement dwellings, mobile homes and emergency services required to be operational during times of flood; more vulnerable buildings include hospitals, care homes, dwellings, non-residential institutions; and less vulnerable buildings include shops, restaurants, offices etc and emergency services not required to be operational during times of flood; water compatible development includes sport and recreational land and buildings.

Policy EN6 - Minimising Flood Risk

The Council will seek to locate development on land identified as being at the lowest probability of flood risk. Such land comprises land in Flood Zone 1 on the Environment Agency Flood Map which is all land outside Flood Zones 2 and 3 which is that land at medium and high probability of flooding respectively.

Flood risk assessments will be required in accordance with Environment Agency standing advice.

The Council will determine the acceptability of the principle of development in accordance with the following table of Flood Risk Vulnerability and Flood Zone 'Compatibility':

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Flood Risk Vulnerability Classification		Essential Infrastructure	Water Compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone	Zone 1	√	√	√	√	√
	Zone 2	√	√	Exception Test Required	√	√
	Zone 3a	Exception Test Required	√	x	Exception Test Required	√
	Zone 3b "Functional Flood Plain"	Exception Test Required	√	x	x	x
Key: √ = Development is Appropriate, x = Development should not be permitted						

Table 7 Flood Risk Vulnerability and Flood Zone Compatibility

The Council will consider the Exception Test to be passed where:-

- a. it is demonstrated that the development provides wider sustainability benefit to the community that outweigh flood risk informed by the Strategic Flood Risk Assessment where one has been prepared; and
- b. a Flood Risk Assessment demonstrates that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;

The Council will only consider the suitability of sites for development in Flood Zone 3 when:

- 1. there are no reasonably available sites in Flood Zones 1 and 2;
- 2. the flood risk vulnerability of the proposed use meets the tests in the table above;
- 3. the redevelopment of a brownfield site seeks to reduce the causes and impacts of flooding through the consideration of SUDS and making space for water in the layout of the development.

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Within each Flood Zone the Council will:

- i. **direct new development first to sites at the lowest probability of flooding following the Sequential Test; and**
- ii. **match the flood vulnerability of the intended use to the flood risk of the site by locating the higher vulnerability uses on those parts of the site with the lowest probability of flooding.**

Foul water discharges from development must not increase flood risk within the sewerage network, at Waste Water Treatment Works or elsewhere.

Surface Water Flooding

12.21 Sustainable Drainage Systems (SuDS) are designed to reduce the potential impact of surface water drainage discharges from both new and existing developments. SuDS aim to replicate natural systems of surface water run-off through collection, storage, and cleaning before releasing water slowly and reducing the possible risk of flooding. This is in contrast to previous conventional drainage systems that bring about rapid run-off which may result in flooding, associated pollution and potential contamination of groundwater sources. Examples of the type of system that can be provided for large-scale developments are reed beds and other wetland habitats that collect, store, and improve water quality along with providing a habitat for wildlife. For smaller developments SuDs could comprise a green roof or rainwater harvesting techniques.

12.22 The benefits of SuDS are such that it is important that they form an integral part of development proposals wherever relevant. The optimal level of runoff is that which would occur if the site had not been developed (i.e. a greenfield site). The achievement of this level is important to all sites regardless of which flood zone they are located in. Applicants should take account of SuDS guidance produced by Essex County Council in accordance with the Flood and Water Management Act 2010 or other relevant guidance.

Policy EN7 - Surface Water Flooding

All new development including extensions, car parks and hard standings 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.

Only where there is a significant risk of pollution to the water environment, inappropriate soil 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 runoff rates. If this is not possible it will be necessary to demonstrate why it is not achievable.

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Development proposals adjoining the 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.

The Council will seek to restore/deculvert rivers through the determination of planning applications when and where the opportunity arises. Retrofitting of SuDS will also be encouraged where possible.

Details of proposed SuDS and how they will be maintained will be required as part of any planning application.

Protection of Water Resources

12.23 Water supply in Uttlesford is managed and delivered by Affinity Water. The area supplied by Affinity Water is divided into three regions and eight water resource zones (WRZ) and Uttlesford falls within their Central Region and the Stort WRZ. Every 5 years Affinity Water publishes a Water Resource Management Plan (WRMP) which shows how the company plans to supply enough water to meet demand over the next 25 years. The most recent draft WRMP was published in May 2013.

12.24 Water use in Uttlesford is high the current average per capita consumption for the Affinity Water Central Region is 166 litres per person per day (l/p/d) for existing customers, compared to a national average of 147 l/p/d and 114 and 134 l/p/d in the East and Southeast Affinity Regions where higher levels of metering have been achieved. Affinity Water have set a target in the WRMP of achieving a 20 litre reduction in average PCC over the next 25 years. Changes to Building Regulations in 2010 require that the potential consumption of someone occupying a new home must not exceed 125 l/p/d.

12.25 The Water Cycle Study demonstrates that if the current rate of consumption remains constant and new dwellings only achieve 125 l/p/d total domestic demand could increase by nearly 8% on 2012/13 levels depending on whether occupancy rates decrease or not. (Smaller households tend to have higher consumption figures because there is less opportunity to share water use). The Council is unlikely to be able to have much influence on the consumption rates in existing properties but it can influence consumption in new homes through planning policy so in order to reduce consumption it is suggested that all new homes should meet a target of 105 l/p/d which equates to Sustainable Homes Code Level 3, subject to viability. This can be done through the specification and installation of water efficient fixtures such as dual flush toilets, spray taps and showerhead flow regulators. In order to achieve the Code for Sustainable Homes Level 5/6 target of 80 l/p/d it would be necessary to consider the use of Rainwater Harvesting or Grey Water Recycling to supplement the potable water supply in addition to water efficiency measures. The Council can also influence consumption rates in its own stock. The Water Cycle Study demonstrates for example that if the Council were able to reduce the PCC in all council owned properties to the Defra Target of 130 l/p/d then the reduction in demand would be enough to supply around 900 new dwellings at Sustainable Homes Code Level 3 (105 l/p/d). For non-residential uses the Council is

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not intending to specify a standard across all uses as there may be variations in requirements between uses. All applicants will be expected to demonstrate how water efficiency will be achieved in their development.

12.26 Groundwater provides a third of the drinking water in England and Wales, and it also maintains the flow in many of the rivers. In some areas of Southern England, groundwater supplies up to 80% of the drinking water. It is therefore crucial that these sources are looked after to make sure that the water is completely safe to drink. The Environment Agency publishes information on the areas where contamination of ground water is a critical issue because they are near abstraction sites where water is drawn off for potable supply. There are a number of ground water protection zones in Uttlesford - under the reaches of the Cam, at Arkesden; Debden Road, Saffron Walden; Springwell and Uttlesford Bridge, Wendens Ambo; two in the Pant Valley at Hempstead and Gambers Hall Bardfield; and three in the Chelmer Valley at Armitage Bridge and Bolford Street Thaxted and two in the Stort Valley at Stansted Mountfitchet and Hazel End. A major aquifer lies under most of the northern half of the District.

12.27 Development must minimise its impact on the environment by adopting environmental best practise and necessary measures to limit pollution to acceptable limits. The ability of waste water infrastructure to deal with the increased load arising from development is an important issue in protecting water resources, particularly the increase in the discharge rate from the sewage treatment works into rivers. It is therefore important to make sure that sufficient infrastructure exists or will be made available.

Policy EN8 - Protection of Water Resources

Development will be supported where it is designed to minimise consumption of water, protect and enhance water quality and protect water resources. All new residential development should aim to achieve a minimum water efficiency target of 105 l/p/d 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.

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. Opportunities to improve water quality in all watercourses and water bodies will be undertaken where appropriate before development becomes operational.

Planning permission will only be granted for developments which increase the demand for offsite service infrastructure where:

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- a. sufficient infrastructure or environmental capacity already exists or
- b. 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.

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.

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;

1. there is no viable alternative
2. that there is no discharge of pollutants to ground water
3. pollution control measures are in place

Minerals Safeguarding

12.28 Minerals resources are finite and can only be worked where they naturally occur. Mineral resources of national and local importance need to be protected and safeguarded. In Uttlesford this includes mainly chalk in the north of the District and sand and gravel in the south. Mineral resources also need to be protected from incompatible/sensitive development nearby which might constrain mineral production in the future. Minerals Safeguarded Areas (MSAs) and Minerals Consultation Areas (MCAs) are included in this plan and are shown on the policies map. MSAs identify areas on mineral deposits considered to be of national importance. MCAs include each safeguarded permitted mineral development and site allocation and can include a zone of up to 250m around the site. The Minerals Planning Authority (Essex County Council) will be consulted on relevant applications within the MSAs and MCAs. The types of development to which this policy will apply is set out in the Minerals Local Plan available on the Essex County Council website.

Policy EN9 - Minerals Safeguarding

Where development proposals fall within a Minerals Safeguarded Area the Local Planning Authority will consult the Minerals Planning Authority where the site is greater than:

- 5 hectares for Sand and Gravel or
- 3 hectares for Chalk

Non minerals proposals which exceed these thresholds should be supported by a minerals resource assessment to establish the existence or otherwise of a mineral resource of economic importance,

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If surface development is permitted consideration will be given to the extraction of any existing minerals before development starts.

The Local Planning Authority will consult the Minerals Planning Authority on any relevant application within a Minerals Consultation Area.

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

Sustainable Energy and Energy Efficiency

12.29 There is potential for some of the District's energy needs to be met by renewable and low carbon technologies within the District. Development on a larger scale such as wind farms or agricultural biomass production will be challenging in Uttlesford because of the rural nature of the District and restrictions due to interference with aircraft radar at Stansted Airport and Debden. Where schemes can be implemented without causing damage to environmental and other interests these will be supported. A number of applications for solar farms have recently been approved.

12.30 Improving energy efficiency offers potential for reducing emissions from the district and can reduce energy costs for householders and businesses.

12.31 The Government is committed to making sure that new-build homes are zero carbon from 2016 and do not add extra carbon dioxide emissions to the atmosphere. The Government currently seeks to achieve this through a combination of the Code for Sustainable Homes and the Building Regulations.

12.32 The Code for Sustainable Homes provides standards for the sustainable design and construction of new homes (including water efficiency) that meet or exceed those set out in The Buildings Regulations 2010. The Code is the national standard for the sustainable design and construction of new homes. The aim of the code is to increase the environmental sustainability of homes and give homeowners better information about the running costs of their homes. It also offers a tool for home builders to demonstrate the sustainability performance of their homes and to differentiate themselves from their competitors.

12.33 The Code measures the sustainability of a new home against categories of sustainable design, rating the "whole home" as a complete package. The code uses a star rating system to assess the overall sustainability performance of a new home and sets minimum standards for energy and water use at each of 6 levels. Requirements for demonstrating compliance with the Code are set out in the Code for Sustainable Homes Technical Guide (2010). Affordable homes delivered in line with guidance from the Homes and Communities Agency are currently required to meet Code Level 3.

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12.34 The Government has recently completed its Housing Standards Review. It is likely that many of the requirements of the Code for Sustainable Homes will be consolidated into Building Regulations and in the light of this it is possible that the current code will be wound down. This may require that the plan is updated to take account of the new arrangements, once these have been finalised.

12.35 It is important for the Council to try and make sure that homes and other buildings are built in a way that minimises the use of energy and so reduces carbon dioxide emissions. Buildings should be designed to avoid both overheating and the need for artificial cooling which can be energy intensive and to minimise heat loss in cold weather.

12.36 Minimising overheating can be achieved by measures including:-

- using external shading;
- using blinds with double glazed units;
- using solar control glass;
- increased ventilation;
- avoiding large areas of glazing on south-facing elevations.

12.37 Reducing heat loss can be achieved by measures including:-

- double glazing
- loft insulation
- cavity wall insulation

12.38 When designing an extension, best practice standards for energy efficiency in the design and specification of the extension can help reduce running costs and also reduce carbon dioxide emissions. This will involve consideration of the shape, insulation, glazing, air tightness, ventilation, heating system and lighting of the extension. The Council will require simple, cost effective energy efficiency measures to be carried out on the existing house if possible and practical. These measures could include upgrading loft insulation, insulating cavity walls, improving draft proofing, improving heating controls, installation of reflective panels behind radiators, installation of low energy lighting or upgrading the boiler. Measures to reduce water use should also be included e.g. grey water recycling, space for water butts.

12.39 Energy efficiency measures will need to take into account the character and setting of any heritage asset such as a Conservation Area or a Listed Building. English Heritage provides guidance on providing renewable energy and achieving energy efficiency on historic buildings and this is set out in Policies HE2 and HE3. It will be important to make sure that the architectural or historic integrity of areas and buildings or architectural or historic merit are not prejudiced by additional features which impact adversely on the character or appearance of the heritage asset. Some renewable energy

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projects may impact on protected species. The Council will take these impacts into account when determining planning applications e.g. a bat survey will be required for any application for a wind turbine.

Policy EN10 - Sustainable Energy and Energy Efficiency

Development will be supported where it is located and designed to:-

- **be as energy efficient as reasonably possible;**
- **include decentralised, renewable or low carbon energy sources to minimise CO2 emissions; and**
- **minimise the potential adverse consequences associated with the prospect of greater extremes of weather conditions.**

In order to contribute towards meeting national targets for reducing CO2 emissions in all new development, the Council will:-

- a. **require all dwelling units in residential or mixed use developments over 5 units to comply with the current standards for affordable housing or such standards that replace them in the future, with regard to energy efficiency and CO2 emissions;**
- b. **require proportionate improvements to the energy efficiency of the existing dwelling when granting planning permission for residential extensions and/or the conversion of ancillary residential floorspace to living accommodation; and**
- c. **support renewable and low carbon energy infrastructure, including stand alone facilities, in suitable locations, provided that these are designed to reduce any adverse impacts on landscape character, ecology and the natural and historical environment, to an acceptable level.**
- d. **require all new commercial development to have a minimum energy efficiency target which accords with BREEAM very good rating as the minimum standard, or such standards that replace them.**

Proposals to generate energy from renewable sources will be supported, in suitable locations, provided they are designed to reduce any impacts on landscape character, ecology and the natural and historical environment to an acceptable level. Provision should be made for the site to be cleared and reinstated to its previous use if the operation ceases.

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Introduction

13.1 In order to deliver the plan objectives the strategy for the rural areas is to promote a sustainable rural economy and to address any issues of rural deprivation while at the same time protecting the important countryside assets including agricultural land, historic and landscape features and biodiversity.

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13.2 The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence. A belt of Countryside needs to be retained between Harlow, Bishop's Stortford and Stansted Mountfitchet as part of the Metropolitan Green Belt (MGB) containing the urban sprawl of London. Within the MGB development will only be permitted if it meets the criteria for exceptional development set out in the National Planning Policy Framework.

13.3 Infilling, limited development or redevelopment of sites within the development limits of villages within the MGB (Birchanger, Hatfield Heath, Leaden Roding, Little Hallingbury and White Roding) will be allowed providing they are compatible with the character of the settlement and its setting. Exception sites to meet local needs for affordable housing will be allowed in the MGB where a need has been identified.

13.4 The Plan identifies a Countryside Protection Zone around Stansted Airport. Stansted Airport, as London's third airport, puts significant pressure for development on the surrounding countryside. The aim of this policy approach is to maintain Stansted as an "airport in the countryside". The priority within this zone is to restrict development which would cause coalescence between the airport and surrounding development. Coalescence is the physical coming together or merging between the airport and existing development in the zone. New building will generally lead to coalescence. The change of use of a building in itself will not lead to coalescence unless there is associated development such as outside storage or car parking. Each case needs to be judged on its merits, where there are only modest levels of additional parking on a tightly well-defined site for example, it may not be considered as leading to coalescence. Development which complies with the Strategic Policy SP9 - Protection of the Countryside will only be permitted if it also consistent with this over riding objective.

13.5 The character and appearance of the countryside changes from one area of the District to another but the landscape is predominantly agricultural. Approximately 97% of the land within the District is agricultural land of which 80% is designated Grade 2. The land is mostly used for the production of cereal and general crops. Farming remains an important part of the rural economy but it is under pressure and many farms remain vulnerable. In recent years there has been pressure for diversification into new areas of activity. The Development Management policies will allow the re-use of farm and other buildings for commercial purposes, subject to certain criteria. This will help to retain activity in rural areas. Alternative uses of land in the countryside will be supported where they comply with Countryside, MGB and other policies where the environment and character of the countryside is protected.

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Policy SP9 - Protection of the Countryside

The Countryside is defined as land outside development limits and identified growth locations.

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.

The Metropolitan Green Belt as defined on the policies map will be protected from development in accordance with national policy.

Within the countryside, beyond the Metropolitan Green Belt the policies map identifies the Stansted Airport Countryside Protection Zone. Development will only be permitted within this zone if new buildings or uses of land do not lead to the coalescence between the airport and existing development and do not adversely affect the open characteristics of the zone.

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 the relevant Development Management policies. In considering proposals the Council will seek:

- to protect from development the best and most versatile agricultural land, and areas which support biodiversity;
- to assess other options such as land within development limits, re-use of existing rural buildings and previously developed land; and
- focus development in locations with good access to services and facilities.

Landscape Character

13.6 The District is made up of 3 main types of landscape. The largest area is the farmland plateau landscapes which are gently rolling landscapes with medium to large arable fields but well wooded in places. The landscape is cut into by river valleys providing in places long distance views across the valleys. The open nature of the skyline of the ridge tops is particularly visually sensitive to new development. There are 4 river valley landscapes in Uttlesford based on the Rivers Cam, Stort, Pant and Upper Chelmer. The valleys have flat or gently undulating valley floors and are served by several tributaries. The open skyline at the top of the valley slopes is particularly sensitive to change through development, as are the more intimate views between the lower slopes and the valley floor. The North West corner of the District is characterised by chalk upland landscapes which are rolling landscapes of broad roundback ridges. They

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are characterised by expansive arable farmland providing panoramic views. The open nature of the skyline of the chalk ridge tops is particularly visually sensitive to change. Each of these landscape character types can be subdivided into Landscape Character Areas and 26 of these areas have been identified in Uttlesford. Detailed profiles of the Landscape Character Areas setting out the visual, historic and ecological characteristics, sensitivities to change and planning guidelines are set out in the Landscape Character Assessment for Uttlesford (Chris Blandford Associates; 2006).

13.7 The landscape holds evidence of human activity in Uttlesford stretching back over half a million years. Some irregular shaped fields are pre 18th Century but are probably of medieval origin and some maybe older. Larger more regular fields can be evidence of fields enclosed in the early post medieval period and later in the 18th and 19th Century as part of the parliamentary Enclosure Act. A number of small commons and linear roadside greens can also be found; the former have all been enclosed but the latter still largely survive as wide roadside verges.

13.8 There are 16 historic Parklands, Parks or Gardens identified on the Proposals Map whose character remains relatively intact. Seven of these are included in the English Heritage Register of Historic Parks and Gardens. The desirability of preserving historic parks and gardens and their settings is a material consideration in determining planning applications whether the park or garden is designated or undesignated. Development which would substantially harm Audley End Park as a Grade I historic park and Bridge End Gardens, Saffron Walden as a Grade II* historic garden will only be acceptable in wholly exceptional circumstances.

13.9 Applications for development affecting a designated historic park or garden need to refer to the English Heritage Register and explain how the proposed development does not substantially harm the reasons why the park or garden was designated. Development proposals affecting the locally designated parks and gardens need to explain how the proposed development does not harm special interests such as their principal building, formal and informal open spaces, ornamental gardens, kitchen gardens, plantations and water features.

13.10 The Flich Way is a linear country park, it follows the route of an old railway line which may be of some historic interest and it is also designated as a Local Wildlife Site. It's main function is as a recreational resource for walking, cycling and horseriding.

13.11 Throughout Uttlesford there is a network of minor roads which evolved in Roman and Saxon times when the area was first settled so they follow the contours of the landscape. They are of historical importance because they retain their original alignment linking ancient settlements. They are infinitely variable and picturesque. Some are sunken lanes with steep banks indicating that they are the routes of early settlers; others are broad byways indicating that they are early coaching routes. The lanes are identified on the policies map.

13.12 Although the following policy will be most frequently used when considering applications within the countryside there may be instances where development within or on the edge of settlements can have an impact on the broader landscape. This policy will apply to development within and beyond development limits.

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Policy C1 - Protection of Landscape Character

Development will be permitted provided that:-

- a. 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;
- b. panoramic views of the plateaux and uplands are maintained especially open views to historic buildings and landmarks such as churches;
- c. no material harm is caused to 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;
- d. no material harm is caused to the landscape pattern and structure of woodland areas and hedgerows and individual trees and does not diminish the role they play in views across the landscape.
- e. no material harm is caused to the historic landscape character of field patterns and field size; greens; commons and verges;
- f. no material harm is caused to The Flitch Way Country Park and the special interest of the Historic Parklands and Parks and Gardens such as their principal building, formal and informal open spaces, ornamental gardens, kitchen gardens, plantations and water features; and
- g. no material harm is caused to the form and alignment of protected historic lanes.

Re-use of Rural Buildings

13.13 Buildings in the countryside, including listed buildings outside the defined development limits of settlements, are an integral part of both the landscape and the local economy. It is therefore important to facilitate their reuse but in a manner which makes a positive contribution to both the rural landscape and the rural economy. In May 2013 the Government made changes to the Permitted Development rights to allow the change of use of agricultural buildings under permitted development for a range of uses subject to certain criteria being met. The policy below will only apply to those cases where planning consent is required. The first part of the policy determines a series of priorities in terms of the preferred use of rural buildings and the second addresses the quality and character of the building. The implications of the policy are that not all buildings will necessarily be appropriate for some form of beneficial use.

Policy C2 - Re-use of Rural Buildings

The re-use of rural buildings outside the defined development limits will be permitted provided that the proposed use is:-

- a. for employment purposes; or

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- b. if an employment use is demonstrably non-viable, then for another non-residential use; or
 - c. for residential use if all other types of use are demonstrably non-viable
- and
- 1. the buildings are of a permanent and substantial construction;
 - 2. the buildings are capable of conversion without major reconstruction or significant extension;
 - 3. the development would protect or enhance the character of the countryside, its amenity value and its biodiversity and not result in a significant increase in noise levels or other adverse impacts; and
 - 4. the development would not place unacceptable pressures on the surrounding rural road network in terms of traffic levels, road safety, countryside character or amenity.

The non-viability of employment or other non-residential uses would need to be proven either by marketing or an independent assessment in accordance with the requirements set out in Appendix 3.

Change of Use of Agricultural Land to Domestic Garden

13.14 Proposals to change agricultural land to domestic garden will be acceptable where there is no material change to the character or appearance of the surrounding countryside. Proposals could include, for example, unworkable corners of fields and should not create wedges of domestic garden intruding into an agricultural landscape. Proposals should include appropriate boundary treatments like native hedges or post and rail fencing which do not have the effect of urbanising the area or changing the openness of the countryside. If structures in the new garden like sheds etc would change the open character the Council may impose conditions removing permitted development rights when granting planning permission.

Policy C3 - Change of Use of Agricultural Land to Domestic Garden

Change of use of agricultural land to domestic garden will be permitted if the proposal, particularly its scale, does not result in a material change in the character and appearance of the surrounding countryside.

14 The Historic Environment

Introduction

14.1 In Uttlesford the historic environment is a rich, complex and irreplaceable resource. It has developed through a history of human activity spanning many thousands of years. Some of the resource is hidden in the form of archaeological deposits. Other elements such as the historic landscape are the highly visible result of many years of agricultural, industrial and commercial activity. The “built” part of the historic environment is equally rich with towns, villages and hamlets set in the gently rolling countryside. There is a wealth of fine buildings, many of them ancient and listed and these buildings with their varied styles and methods of construction span many centuries.

14.2 The historic environment is a fundamental part of the District’s environmental infrastructure but it is sensitive to change and needs to be properly understood to make sure it is managed and conserved. There may be opportunities to enhance the historic environment and it is important that these are realised. It is equally important that adverse impacts associated with development, whether they are direct such as new building or indirect such as traffic generated by development are minimised.

14.3 The Council will continue to work in partnership with archaeology, design and other specialists to make sure that only development which protects and enhances the historic environment is approved.

14.4 The Council has carried out a series of Conservation Area Appraisals leading to management plans and some communities have produced their own design advice through Town and Village Design Statements. New development will be expected to comply with such advice where this has been approved by the Council.

Policy SP10 - Protecting the Historic Environment

Proposals for development will be supported where they take into account the significance of any heritage assets and their setting. Development will be supported where it protects and enhances any heritage asset and makes a positive contribution to the street scene and/or landscape.

Proposals will be favourably considered for the sympathetic re-use of heritage assets, particularly where they make a positive contribution to the special character of the local environment and can contribute to the delivery of sustainable development and regeneration.

Proposals to modify heritage assets so as to reduce carbon emissions and secure sustainable development will be weighed against harm to the significance of the heritage assets in accordance with appropriate development management policies.

The Council will work positively to safeguard heritage assets identified as “at risk” by working in partnership with land owners, Essex County Council, English Heritage and other heritage bodies to secure a sympathetic restoration and re-use.

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Proposals for development should also take into account any relevant supplementary or other Council approved guidance.

Design of Development within Conservation Areas

14.5 There are 36 individual Conservation Areas in the District distributed across 30 parishes. It is important that the development pressures on the District are managed in ways that protect and enhance the built environment and avoid inappropriate development. The Council has a programme of preparing Conservation Area Appraisals and applying Article 4 directions as appropriate to limit certain permitted development rights within these areas.

14.6 Within a Conservation Area, most renewable energy equipment can be installed on non-listed dwellings or within the dwelling's curtilage without planning permission. Where planning permission is required the policy identifies the criteria which need to be met to make sure there is no loss of the special interest of the Conservation Area. The principal elevation is the one which is predominantly seen from the highway or right of way but there can be more than one principal elevation in some cases.

14.7 Applications for development within Conservation Areas need to refer to the Conservation Area Appraisal, where one has been carried out, and explain how the proposed development will contribute to the character of the Conservation Area as identified in the appraisal.

Policy HE1 - Design of Development within Conservation Areas

Development will be permitted where it preserves and enhances the character and appearance of the essential features of a Conservation Area, as identified in the Conservation Area Appraisal and including plan form, relationship between buildings, the arrangement of open areas and their enclosure, grain or significant natural or heritage features. Outline applications will not be considered. Development involving the demolition of a structure which positively contributes to the character and appearance of the area will not be permitted.

Development involving the installation of renewable energy equipment will be permitted if the following criteria are met:-

- a. **there is minimal visual impact;**
- b. **it is not located on principal elevations;**
- c. **it does not damage key views in, out or within the Conservation Area, including very visible secondary elevations;**

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- d. **there is no loss in the overall character or historic interest of the Conservation Area; and**
- e. **there is no cumulative impact through the installation of different types of equipment within the same property or group of properties leading to a loss of special interest of the Conservation Area.**

Development Affecting Listed Buildings

14.8 There are over 3700 Listed Buildings or structures in the District. This represents about one quarter of the number of listed buildings in Essex which is itself one of the most richly endowed of all English counties. In addition, any building or structure which belonged with the main building when it was listed, and which was built before 1 July 1948, is also viewed as a Listed Building. Features listed in this way are referred to as 'Curtilage Listed'.

14.9 The Listed Buildings in the District vary widely both in age, character and their vernacular materials. Clay tile, slate and long straw thatch are used for roof materials. The stock of buildings with long straw thatch is big enough to be a cluster of regional architectural importance. Although timber framed buildings predominate, some historic buildings are constructed of brick and stone. External finishes include many excellent examples of pargetting, flintwork and weatherboarding. Every period from before the Norman Conquest is represented, but over 40% of all Listed Buildings date from the 17th century.

14.10 When considering the special architectural or historic interests of a Listed Building the following are broad examples of what will be taken into account: - the structural frame or fabric; the plan form; roofing material; external cladding; the proportion, detail and arrangement of doors and windows, interior floor plans; interior finishes and features of special interest to the building. Proposals to remove more recent additions with a view to replacing these with features which reflect a different period in the building's history e.g. the replacement of metal windows with new wooden windows will normally be treated sympathetically provided the design and quality of the materials etc respects the historic nature of the building.

14.11 Proposals for the conversion of a Listed Building may result in a form of development which would not normally be allowed e.g. Conversion to a dwelling outside development limits. Such a proposal may be approved if the applicant can demonstrate that the conversion scheme is the most appropriate way to secure the future of the listed building and the conversion can be carried out in a sympathetic manner without damage to the fabric, setting or architectural and historic interest of the building.

14.12 Some measures to improve the energy efficiency of a Listed Building can be done without the need for consent e.g. loft insulation. Others e.g. double glazed units will require Listed Building consent. Any renewable energy equipment within the curtilage of the building or which is fixed to the building e.g. solar panels or which might affect the structure of the building e.g. Air source heat pump will require Listed Building consent and/or planning permission in most cases. If you are considering undertaking any works

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to a Listed Building you are advised to have early discussions with the Council's Conservation Officer. The policy identifies the criteria which need to be met to make sure there is no loss of the special interest of the Listed Building.

14.13 Applications for development affecting a Listed Building need to refer to its historic or architectural importance and explain how the proposed development does not lessen the reasons why the building or structure was listed.

Policy HE2 - Development affecting Listed Buildings

Development affecting a Listed Building should be in keeping with its scale, character and surroundings. Demolition of a Listed Building, or development proposals that adversely affect the setting, and alterations that impair the special architectural or historic interest of a Listed Building will not be permitted.

In cases where planning permission might not normally be granted for a change of use favourable consideration may be given to conversion schemes which incorporate works that represent the most appropriate way of preserving the Listed Building and its architectural and historic characteristics and its setting.

Development involving the installation of renewable energy equipment on a Listed Building will be acceptable if the following criteria are met:-

- a. **locations other than on a Listed Building have been considered and dismissed as being impracticable;**
- b. **there is no irreversible damage to significant parts of the historic fabric;**
- c. **the location of the equipment on the Listed Building would not detract from its character or appearance;**
- d. **the impact is minimised through design, choice of materials, colours etc.**

Scheduled Monuments and Sites of Archaeological Importance

14.14 There are 79 Scheduled Monuments in the District, shown on the policies map. Any work which might affect a scheduled monument either above or below ground level, will require consent from English Heritage. Within the District, approximately 4064 sites of archaeological interest are recorded on the Historic Environment Record (HER) maintained by Essex County Council. These sites are not shown on the policies map and enquiries should be made to the County Archaeologist. The Historic Environment Record represents only a fraction of the total. Many important sites remain undiscovered and unrecorded. Archaeological sites are a finite and non-renewable resource. As a result it is important to make sure that they are not needlessly or thoughtlessly destroyed.

14.15 The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether the monument is scheduled or unscheduled. There is a presumption in favour of the preservation of nationally

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important sites and their settings. The need for development affecting archaeological remains of lesser significance will be weighed against the relative significance of the archaeology.

14.16 Applications for development affecting a scheduled monument or site of archaeological significance need to refer to the English Heritage Register of Scheduled Monuments or the HER respectively and explain how the proposed development does not substantially harm the archaeological asset. The developer will be expected to fund the pre-application survey work and any agreed preservation or recording work.

Policy HE3 Scheduled Monuments and Sites of Archaeological Importance.

Where nationally important archaeological assets, whether scheduled or not, and their settings, are affected by proposed development there will be a presumption in favour of their physical preservation in situ. The Council will seek the preservation in situ of archaeological assets unless the need for the development outweighs the importance of the asset.

In situations where there are grounds for believing that sites, monuments or their settings would be affected, developers will be required to arrange for an archaeological field assessment to be carried out before the planning application can be determined to allow an informed and reasonable planning decision to be made.

In circumstances where preservation is not possible or feasible, then development will not be permitted until satisfactory provision has been made for a programme of excavation and recording before the development starts.

Development involving the installation of renewable energy equipment within Scheduled Monuments will generally be permitted if the following criteria are met:-

- a. **there are no reasonable off site alternatives;**
- b. **impact on important fabric is limited and reversible;**
- c. **the development involves the least damaging type of technology;**
- d. **there is no loss of special interest; and**
- e. **where freestanding equipment is proposed there is no detrimental impact on the setting of the Monument.**

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Introduction

15.1 The strategy is to protect and enhance biodiversity within the District working with partners including the Essex Biodiversity Project and the Essex Wildlife Trust and through controls on development to reduce potential impacts on sites which may have importance for biodiversity.

15.2 There are no European or international wildlife sites in Uttlesford, but there are sites in neighbouring districts and the Council has taken account of the impact of development in Uttlesford on these sites through its Appropriate Assessment. The Council will make sure that statutory sites within the district such as Sites of Special Scientific Interest (SSSI) receive the highest level of protection and that the value of other designated sites is protected. Sites with protected species, important habitats and sites which are important for their historic landscape interest will be protected and where possible enhanced.

Policy SP11 - Protecting the Natural Environment

The Council will seek to optimise conditions for wildlife to improve biodiversity, implement the Essex Biodiversity Action Plan (EBAP) and tackle habitat loss and fragmentation.

Development proposals will be supported where they protect and enhance sites 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.

Policy NE1 sets out the criteria against which proposals for any development within or affecting such sites will be considered.

Protecting the Natural Environment

15.3 There are no internationally protected sites in Uttlesford but there are 14 nationally designated sites made up of 12 Sites of Special Scientific Interest (SSSI's) and 2 National Nature Reserves (NNR).

15.4 There are 280 locally important nature conservation areas which are designated as Local Wildlife Sites (LoWSs). Many of these are ancient woodlands but there are also good examples of grassland habitats. There are 42 special roadside verges which are protected for their flora. There are 18 proposed Local Geological Sites (LoGSs) which range in size from single erratic boulders to quarries. All these sites are identified on the policies map.

15.5 SSSI's and NNR's have the maximum degree of protection from development because the type and/or quality of habitat means it is unlikely that it can be replaced elsewhere or its loss compensated for. Locally designated sites also make a significant contribution to the biodiversity and geodiversity of the District. Because there are a

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large number of them and they are distributed across the District they act as a network of sites allowing the movement of wildlife between sites as well as creating the distinctive landscape character of Uttlesford of woodland, verges and greens and water bodies. Developments that can make a positive contribution to the network of sites by habitat creation linking sites will be positively considered, especially if it contributes to the Essex Wildlife Trust Living Landscape initiative. Advice on incorporating biodiversity in developments can be found on the Essex Biodiversity Project website www.essexbiodiversity.org.uk

15.6 Although not protected by national legislation development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodland will be refused.

15.7 The Essex Biodiversity Action Plan identifies 19 habitats of which 14 can be found to varying extents in Uttlesford. They can be grouped under farmland; water; and woodland habitats; and Brownfield sites.

Farmland Habitats	Water Habitats	Woodland Habitats	Other
Arable field margins	Ponds	Mixed deciduous woodland	Brownfield sites
Hedgerows	Rivers	Wet Woodland	
Traditional orchards	Fen	Wood-pasture and Parkland	
Dry acid grassland	Reedbed		
Meadows			
Heath			

Table 8 - Uttlesford Habitat Types identified in the Essex Biodiversity Action Plan

15.8 Applications for development affecting or with the potential to affect a nationally or locally designated site, protected species or species on the Red Data List or habitat suitable for a protected species or species on the Red Data List will need to be accompanied by an ecological survey explaining how the proposed development is acceptable in accordance with the following policy. Ecological surveys must be carried out by a suitably qualified person and include a desk top survey using data obtained from the relevant organisations as identified by Biological Records in Essex (BRIE) www.brienet.org.uk. Field surveys must be conducted at the optimum time for the species. Further information can be obtained from the Natural England Standing Advice for Protected Species available on the Natural England website www.naturalengland.org.uk.

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15.9 Uttlesford is taking part in the Essex Biodiversity Offsetting Pilot. Biodiversity offsetting has the potential to deliver planning policy requirements for compensation for biodiversity loss in a more effective way for both developers and the natural environment itself.

Policy NE1 - Protecting and Enhancing the Natural Environment

Development will be permitted where it does not result in a reduction of the biodiversity or geodiversity value of nationally or locally designated sites or the habitats defined in the Essex Biodiversity Action Plan. Where the development site includes protected species or species on the Red Data List or habitats suitable for protected species or species on the Red Data List an ecological survey will be required to be submitted with the application.

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 make sure 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 communities and support wildlife. These measures will be secured by condition or planning obligations upon any approval that may be granted and may need to include financial support for continued maintenance.

Open Spaces and Trees

15.10 There are open spaces of high environmental quality in many of the towns and villages. Such spaces may include village greens, commons, or large mature gardens. Locally important open spaces may also be identified in Neighbourhood Plans, other community led plans or Conservation Area Appraisals. Some of these open spaces may be registered as Assets of Community Value. Sometimes, the land may have been left in a state of untidiness but, nevertheless, the existence of the space may be important to the character of the area, to biodiversity and as an area of natural greenspace. Retention of the space would also enable its full environmental potential to be realised

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through an enhancement project. Such areas are generally protected by excluding them from defined development limits. The need to protect similar areas within settlements is equally important and significant areas of open space are shown on the policies map. Other smaller spaces of importance will also be protected where development would be inappropriate, but it is not practical to identify all of these. Sometimes community facilities may be proposed on open space. If a successful design can be achieved, a limited loss of open space may be permitted.

15.11 Where the principle of development is acceptable it should avoid the loss of features that are prominent elements and enhance the local environment, such as healthy mature trees.

Policy NE2 - Traditional Open Spaces and Trees

Development proposals which would result in the partial, cumulative or total loss of traditional open spaces including village greens or commons and other visually important spaces, groups of trees and fine individual tree specimens will only be permitted where the need for the development outweighs their amenity value.

Access Strategy 16

Introduction

16.1 Car ownership in the District is high. In a rural District like Uttlesford where many people live in smaller settlements and facilities are concentrated in centres outside the District and in Saffron Walden, Great Dunmow and the larger villages the strategy needs to provide access to alternative modes of travel but at the same time recognising that the car will continue to play an essential role in the daily lives of most residents.

16.2 Areas for growth are identified where people will have the opportunity to make use of public transport. Where necessary the Council will work with developers, the bus and rail operators and Essex County Council to make sure that existing services are improved in terms of frequency, penetration and timetable information and that public transport provides a realistic and convenient form of travel for residents.

16.3 New development should be linked to existing services and facilities including workplaces, schools, town centres, greenspaces and the countryside beyond by well designed, attractive and safe cycle and pedestrian routes.

16.4 The Flitch Way is a linear country park which runs east west through the district along the old railway line from Hatfield Forest to Braintree. The park provides safe, off road, cycling and walking for most of its length but there is a gap in the old railway through Great Dunmow and cyclists and walkers have to find an alternative route through the town. Cyclists are expected to cycle along the A120 through the High Street and down Chelmsford Road. The walkers' route is along Highfield and down Chelmsford Road. The Council will work with the developers of sites to the west and south of Great Dunmow and other partners like Great Dunmow Town Council and Essex County Council to develop quieter, more attractive routes for walking and cycling to link the two parts of the Flitch Way.

16.5 Applications for major new development sites will be required to submit clear proposals in a travel plan for reducing travel to work by car. Demand responsive travel options like taxi buses and car pools will be supported and the Council will continue to work in partnership to provide community transport schemes like Uttlesford Community Travel which provides transport for people who, through age, disability or rural isolation find it difficult to access public transport. Applications should comply with the current Essex County Council Highways Development Management Policies and Essex Parking Standards Design and Good Practise.

Policy SP12 - Accessible Development

Development and transport planning will be co-ordinated to reduce the need to travel by car, increase public transport use, cycling and walking and improve accessibility and safety in the District while accepting the rural nature of the District. To achieve this:

- a. **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 congestion.**

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- b. **development will be managed so that it improves road safety and takes account of the needs of all users.**
- c. **new development should be located where it can be linked to services and facilities by a range of transport options including the private car, public transport, safe and well designed footpaths and cycle networks.**
- d. **travel plans and Transport Assessments/Statements will be required for specific development proposals to demonstrate how a reduction in car travel will be achieved.**

Access Strategy for Stansted Airport

16.6 Stansted Airport is a regional interchange centre where people are able to change easily from one form of transport to another. The current Surface Access Strategy for the airport called “Leading the Way Forward” runs from 2008 to 2015. A new surface access strategy will be produced to cover the period from 2015 onwards. In addition there is a Section 106 agreement relating to the 25 million passengers per annum (mppa) permission, a unilateral obligation relating to the G1 (35 mppa) permission and associated conditions including those required to be imposed by the Highways Agency. All these combine to provide a framework within which the surface access needs of the airport as currently permitted to develop will be managed. The Council will continue to work with other District and County Authorities, bus and rail operators and groups like SUSTRANS in the Stansted Area Transport Forum to improve public transport, cycling and walking routes to and within the airport and through the regional transport interchange to wider destinations.

Policy SP13 - Access to Stansted Airport

Stansted Airport’s role as a national, regional and local transport interchange will be maintained. The necessary public transport infrastructure and service capacity to serve the airport and meet permitted passenger numbers must be maintained and improved to accommodate passenger movements. An integrated approach must be demonstrated within the framework of a surface access strategy.

Vehicle Parking Standards

16.7 A realistic approach is needed. Many communities within the District do not have access to regular and frequent public transport and using the car is the only practical way of getting to work, accessing services and making leisure trips. Car ownership levels are relatively high and limiting parking within residential development will not necessarily discourage car ownership and is more likely to displace parking onto the road and/or encourage parking on pavements, verges etc which detracts from the street scene and can be an obstruction to buses and emergency vehicles and cause problems for pedestrians, particularly those with limited mobility. It is important that adequate car parking is provided in new developments. The Council approved the Essex County

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Council document “Parking Standards, Design and Good Practise” in January 2010 with further amendments in February 2013 for use in development management and parking provision for new development will be expected to meet these or any other standards approved by the Council.

Policy TA1 - Vehicle Parking Standards

Development will be permitted where the number, design 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.

Airport Parking

16.8 There is enough land allocated within the boundary of Stansted Airport for air passengers who have driven to the airport to park their cars and to protect residential amenity and the character of the villages and countryside around Stansted from the impact of on street airport parking and the presence of car parking compounds. The Council will continue to work with the airport operator and others to manage car parking within the airport and to maximise the percentage of air passengers using public transport to get to or from the airport. This would not be practical if the provision of car parking became fragmented and included off airport sites and it would undermine the airport surface access strategy agreed by the multi agency airport area transport forum. Currently a levy from airport parking helps fund the initiatives of the Airport Surface Access Strategy. Any further on-airport parking developments including bespoke car parks and those related to hotels will be subject to a similar levy. It will also be important to make sure that the scale of parking associated with new hotels, bed and breakfast accommodation etc does not exceed vehicle parking standards for the same reason of not undermining the surface access strategy.

Policy TA2 - Car Parking Associated with Stansted Airport

Proposals for car parking associated with any use at Stansted Airport will only be allowed within the airport boundary as defined on the policies map. 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.

17 Infrastructure

Introduction

17.1 Making sure that development is supported by the necessary community facilities, utilities and transport infrastructure is essential to creating sustainable communities. The Council will have regard to studies such as the Open Space, Sports Facility and Playing Pitch Strategy, the Water Cycle Study, the Local Plan Highway Assessment to identify infrastructure needs and will work with other organisations such as Essex County Council and the West Essex Clinical Commissioning Group to make sure that identified needs are met.

17.2 The policy below sets out the broad requirements for development. The site allocation policies will set out requirements for individual sites. There is a table in Appendix 2 which shows when and how the necessary infrastructure will be provided and funded. Some infrastructure may need to be delivered by a number of sites. Phasing of development will need to be considered to take account of this. Some infrastructure will have benefits for residents beyond the development site such as off site highway junction improvements; new sewerage networks; open space and sports facilities. Some infrastructure such as school halls can be used by the wider community. Infrastructure will be funded through S106 Agreements associated with the grant of planning permission.

Policy SP14 - Infrastructure

Development must take account of the needs of new and existing populations. Each development must address water supply, sewage disposal and the provision of other utilities including high speed fibre optic broadband; flood risk issues, educational, health and transport issues and make enough provision for children's playspace, open space, green infrastructure and new or enhanced social/community infrastructure.

Protection and Provision of Open Space, Sports Facilities and Playing Pitches

17.3 The provision of public open space can contribute to healthy and active lifestyles. Making sure there is enough open space and community facilities for sport to meet current needs and the additional requirements arising from any new development is one of the key aims of the plan. The needs of the District have been assessed in the Uttlesford Open Space; Sport Facility and Playing Pitch Strategy 2012 which has identified a deficiency in the amount of public open space and the number of playing pitches, sports facilities and allotments.

17.4 The strategy found that there are only 3 public parks and gardens within Uttlesford and all are located in Saffron Walden. Most settlements are within 400m of an amenity greenspace. There is an irregular pattern of natural and semi-natural greenspace across the District and there is a poor level of provision in many parishes. There is a dispersed pattern of provision for children and young people and the majority of parishes contain at least one play area. A large proportion of the District is within 4km of the nearest

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allotment site. There are areas in the north-west, north-east and small areas along the south-east and south-west boundaries of the district which have no provision. There is also a deficiency around Takeley and the Priors Green development. There are enough sports halls and swimming pools within the District. Although there is not a quantitative deficiency of athletics tracks, synthetic turf pitches, indoor bowls greens or indoor tennis courts demand for such facilities should be kept under review. In relation to outdoor bowls greens, outdoor tennis courts, squash courts, golf courses, health and fitness centres and village and community hall use for sport, existing provision could be improved and refurbished as appropriate. To meet the needs of the increase in population arising from the development additional sports facilities are required in all types apart from indoor tennis where additional demand is insufficient to justify specialist provision. There are enough adult football pitches and mini soccer pitches and cricket pitches across the district but there are not enough junior football pitches and rugby pitches to meet current needs. To meet the needs of the increase in population arising from the development additional junior football, mini-soccer, cricket and a rugby pitch would be required.

17.5 The policy below is concerned with protecting the playing fields, open spaces, allotments and sports facilities which already exist and making sure that enough amenities and facilities are provided in the future. The policy protects not only facilities which are still in active use but also those, by reason of ownership for example, which are not in active use. It also applies to development that would prejudice the use of land as playing fields, open space, allotments or sports facilities.

17.6 Planning permission will only be granted for a development or a change of use of existing playing fields/sports pitches when it can be demonstrated that there is no longer a need for the facility or where suitable replacement facilities are provided. In order to establish whether the need for a facility still exists or not an assessment of current and future needs will need to be submitted demonstrating that there is an excess of playing fields in a locality and the catchment of the facility or that the site has no special significance to sport or recreation.

17.7 If replacement facilities are proposed these must be at least as good as those lost in terms of location, quantity, quality and management arrangements. They must also be made available before development of the existing site begins.

17.8 All new residential development will need to provide formal and informal play space and sports facilities in accordance with adopted standards or make a financial contribution towards joint provision. All provision needs to be accessible. In addition formal and informal green space should be provided in new development and existing areas maintained and where possible improved. Where possible green spaces should be linked to each other and to the countryside beyond development boundaries to maximise biodiversity benefits. Exceptionally open space can be provided within floodplains as set out in Policy EN5 and can assist in minimising flooding of more vulnerable developments.

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17.9 The provision for new sports facilities, playing pitches, allotments and natural/semi natural greenspace is identified in site allocation policies. The size and design of provision for children and young people should take account of guidance produced by Fields in Trust.

Policy INF1 – Protection and Provision of Open Space, Sports Facilities and Playing Pitches

Existing facilities for recreation, sport and play together with formal and informal open space that meets local need and adds value to the community will be safeguarded.

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. replacement facilities will be provided that better meet local educational and recreational needs and outweigh the loss; and which will be made available before development of the existing site begins; or**
- b. it can be demonstrated that disposal will facilitate alternative investment in community or public facilities; or**
- c. if an assessment of current and future needs demonstrates that there is an excess of open space for recreation, including allotments, playing pitches or sports facilities in the locality and the catchment of the facility; or**
- d. the site has no special significance to sport or recreation.**

New development will be required to make appropriate on site provision or financial contributions to off site site provision (taking into consideration surpluses and deficiencies and condition of the different types of open space within the vicinity of the site) for publicly accessible green space or improvement to existing accessible green space in accordance with the following standards and specific requirements identified in relevant site allocation policies. Financial support for the continued maintenance of the facility will be secured by planning obligation.

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<i>Type of Provision</i>	<i>Level of Provision- Hectares per 1000 people</i>	<i>Threshold for on-site provision</i>	<i>Threshold for off-site provision</i>
Amenity Greenspace	0.8	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 people (LAPS, LEAPS and NEAPS)	0.2	All development of 10 dwellings or over	All development under 10 dwellings and development of 10 dwellings or over where on site provision is not possible

Table 9 Requirements for Open Space Provision

New Community Facilities

17.10 Applications to provide and/or improve community facilities in the District will be favourably considered, providing the scale of the development is proportionate to the size of the catchment population it serves. Community facilities include buildings such as village or community halls, youth clubs, places of worship, education and childcare facilities and healthcare facilities.

17.11 In order to establish whether the need for a facility exists or not, a statement setting out the requirements of current and future users and demonstrating that no available buildings meet these requirements will need to be submitted.

Policy INF2 - Provision of community facilities beyond development limits

Community facilities will be permitted if the following criteria are met:

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

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New Facilities for Sport and Recreation

17.12 The provision of new or replacement outdoor sport and recreational facilities is considered acceptable beyond development limits.

Policy INF3 - Provision of outdoor sport and recreational facilities beyond development limits

Beyond development limits new or replacement outdoor sports and recreational facilities, including associated buildings such as changing rooms and club-houses will be permitted if all the following criteria are met:

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

Health Impact Assessments

17.13 Healthy living can be promoted through the design of a development and the facilities provided. Most new housing developments will have a potential impact on the capacity of health services and facilities that are provided in the District. Some types of development e.g. residential care homes and nursing homes are likely to place higher demands on local health services. The extent of these impacts needs to be assessed to make sure that an adequate level of health and other related services is provided for the new development and the community as a whole.

17.14 The District Council will liaise with the West Essex Clinical Commissioning Group or any successor body when assessing the scope and scale of likely impacts and the nature of mitigation required.

Policy INF4 - Health Impact Assessments

The Council will support development which is designed to promote healthier living and will consider the impact of the development upon health including the safety of an environment and whether it encourages healthy activities such as walking and cycling.

Development proposals will also be required to assess their impact on the capacity of existing health services and facilities. For all Use Class C2 developments (residential care homes and nursing homes) and Use Class C3 residential development in excess of 50 units this will take the form of a Health Impact Assessment, which will measure wider impacts on health and well being and the demands that are placed upon the capacity of health services and facilities arising from the development. Where significant impacts

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are identified, planning permission will be refused unless infrastructure provision and/or funding to meet the health service requirements of the development are provided and/or secured by planning obligations.

The District Council will require Health Impact Assessments to be prepared in accordance with the advice and best practise for such assessments as published by the Department of Health and other agencies, such as the West Essex Clinical Commissioning Group.

18 Monitoring and Delivery

Delivery and Monitoring

18.1 The Council will monitor delivery of the strategy in accordance with the Monitoring Framework in Chapter 43 of this document. This is necessary to make sure that the delivery remains close to the targets identified throughout the plan period.

18.2 Robust Annual Residential Land Availability and Non Residential Land Availability surveys which report on the progress of all sites will be carried out annually. Monitoring Reports produced by the District Council include details of a 5-year supply of deliverable sites and the housing trajectory and also reports on the delivery of employment and retail floorspace. If delivery is found to be short of what is required action will need to be taken - this could include bringing forward some sites or if rates are significantly lower than predicted, reviewing the plan.

18.3 The strategic allocations include include a mix of housing, employment, retail, education and other uses. It is important the other uses are delivered alongside the housing in order to reduce travel and provide a focus for community activity within the development.

Policy SP15 - Delivery and Monitoring

The aim is to achieve a level of housing, employment land and retail floorspace throughout the plan period in accordance with the relevant strategic policies. The Council will monitor delivery closely and seek to bring forward allocations if required or instigate a review of the plan if delivery rates are significantly lower than predicted.

It is proposed that key strategic allocations will be managed to make sure that the scale and timing of housing, employment and retail delivery is co-ordinated with improvements to existing infrastructure or delivery of new infrastructure required as a result of the development. Requirements will be set out in the relevant site allocations policy where applicable.

Site Allocations 19

19.1 Specific allocations for residential, employment and other uses are made in the settlements listed below. Some of these allocations are new, some of the allocations are carried forward from the Uttlesford Local Plan adopted in 2005.

Market Towns

- Saffron Walden
- Great Dunmow

Key Villages

- Elsenham
- Great Chesterford
- Newport
- Stansted Mountfitchet
- Takeley/Little Canfield
- Thaxted

Other Villages

- Clavering
- Felsted
- Flitch Green
- Great Hallingbury
- Henham
- High Roding
- Leaden Roding
- Little Chesterford
- Little Dunmow
- Manuden
- Quendon and Rickling
- Radwinter
- Stebbing
- Wendens Ambo

Stansted Airport is also identified as a separate area within the District where specific policies will apply.

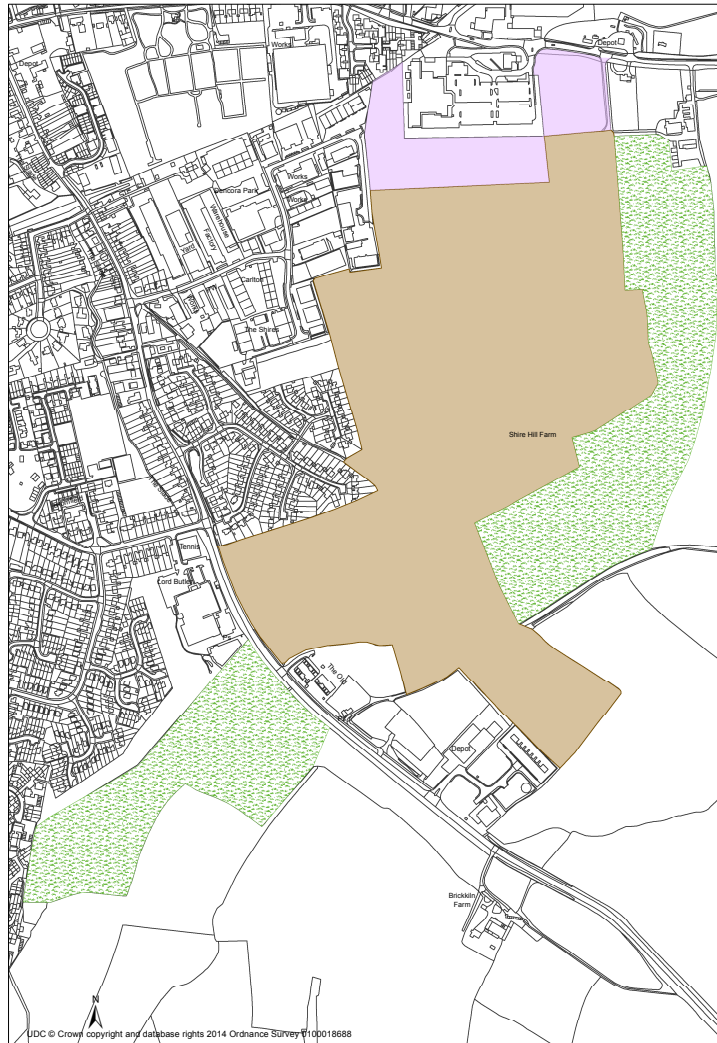
19.2 The maps included in this section show the areas to which the individual policies apply. There is also a map for each settlement at the end of the document which shows all the policy notations for each settlement e.g. Development Limits, Conservation Areas etc.

20 Saffron Walden

SAFFRON WALDEN - SITE ALLOCATIONS

Land between Radwinter Road and Thaxted Road and Land to the South of Lord Butler Leisure Centre and West of Thaxted Road

20.1 This 59 hectare site to the east of Saffron Walden which is currently in agricultural use is a strategic allocation which includes employment provision, open space and formal recreational areas. The Council's aim is to secure a comprehensive development over the whole site. Access, traffic generation and air quality are important considerations. The provision of formal and informal open space within the scheme is required together with formal open space provision on a 7.8 hectare site to the south of the Lord Butler Leisure Centre and west of Thaxted Road. The site forms part of two approaches to Saffron Walden and improvements to these approaches are sought as part of the development.



Map 20.1 Site Location: Land between Radwinter Road and Thaxted Road and land to the south of Lord Butler Leisure Centre

Saffron Walden 20

Saffron Walden Policy 1 - Land between Radwinter Road and Thaxted Road and land to the south of the Lord Butler Leisure Centre and west of Thaxted Road

The land to the east of Saffron Walden is allocated for 800 residential dwellings and 4ha hectares of employment land.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure.
 - 7 unit learning disability scheme (as part of affordable housing).
 - 12 unit Adult Social Care Scheme (as part of affordable housing).
- It provides for a link road between Thaxted Road and Radwinter Road to include improvements to junctions at both ends, provision of cycle/footway from Saffron Walden to Audley End station, other off-site highway works as required by the Transport Assessment.
- It provides for 2.1 hectares of land for pre/primary school and construction of a school facility.
- It provides for a local centre adjacent to the primary school to provide a community centre, and other provisions and 790m² convenience retail floorspace.
- It provides for employment land to be located generally to the rear of the Shire Hill Industrial Estate and retail warehousing on land fronting Radwinter Road.
- It provides for recreation open space within the development to include provision of a mix of formal playing pitches and informal recreation areas. The provision of children's play spaces (LAPS, LEAPS, NEAPS). The provision of 2 hectares of allotments across the allocation and substantial strategic landscape buffer to include 12 hectares of natural and semi-natural green space to the eastern edge of allocation.
- The 7.8 hectares of land to the south of Lord Butler Leisure Centre and west of Thaxted Road shall provide for rugby pitches, a running track, additional facilities for the skateboard park together with noise attenuation screening and landscaping, pavilion and car parking to serve all facilities.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

20 Saffron Walden

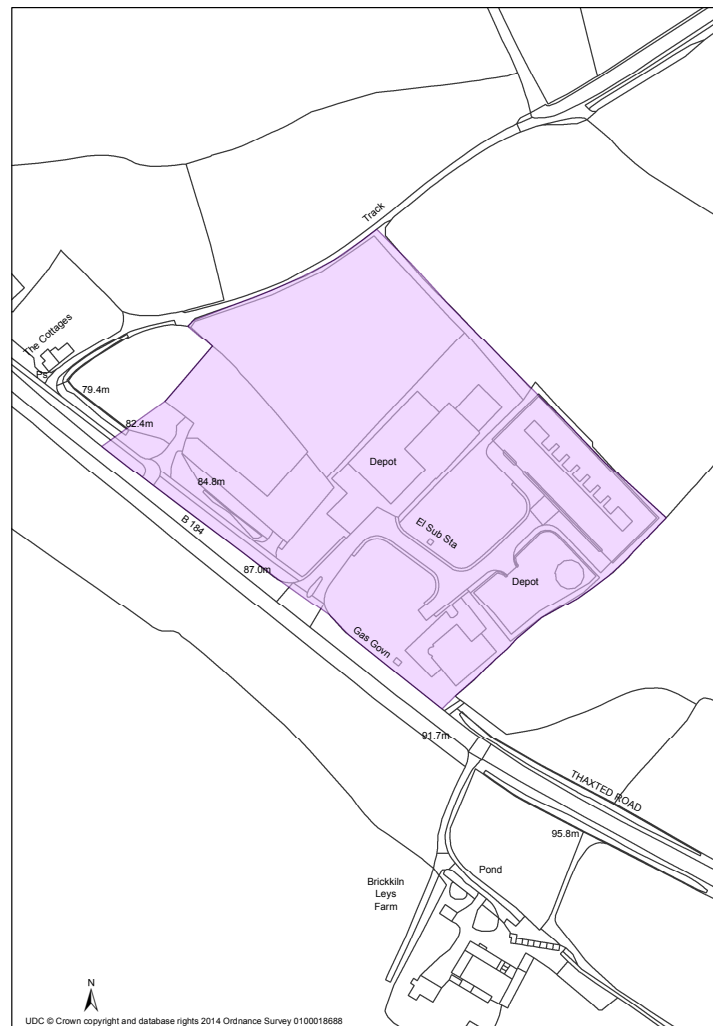
The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and Air Quality Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land to the North of Thaxted Road

20.2 This 4.3 hectare site is currently in a mixture of employment uses. The site also includes the recycling centre. It is allocated for a mix of uses. Planning permission has been granted for 2,973m² retail warehousing and 1,523m² for a discount food store. The remainder of the site will include offices and/or industry and/or warehousing and/or similar “sui generis” uses. It forms one of the key approaches to Saffron Walden and improvements to this approach are sought as part of the development. The civic amenity site would need to be replaced as part of any proposal for the redevelopment of this part of the site.

Saffron Walden 20



Map 20.2 Site Location: Land to the north of Thaxted Road

Saffron Walden Policy 2 - Land to the North of Thaxted Road

The land to the north of Thaxted Road is allocated for a mixed used development including retail warehousing, a discount foodstore, and employment uses comprising industry and/or warehousing and/or similar 'sui generis' uses.

Development should form part of a comprehensive development or not prevent the development of any other part of the site.

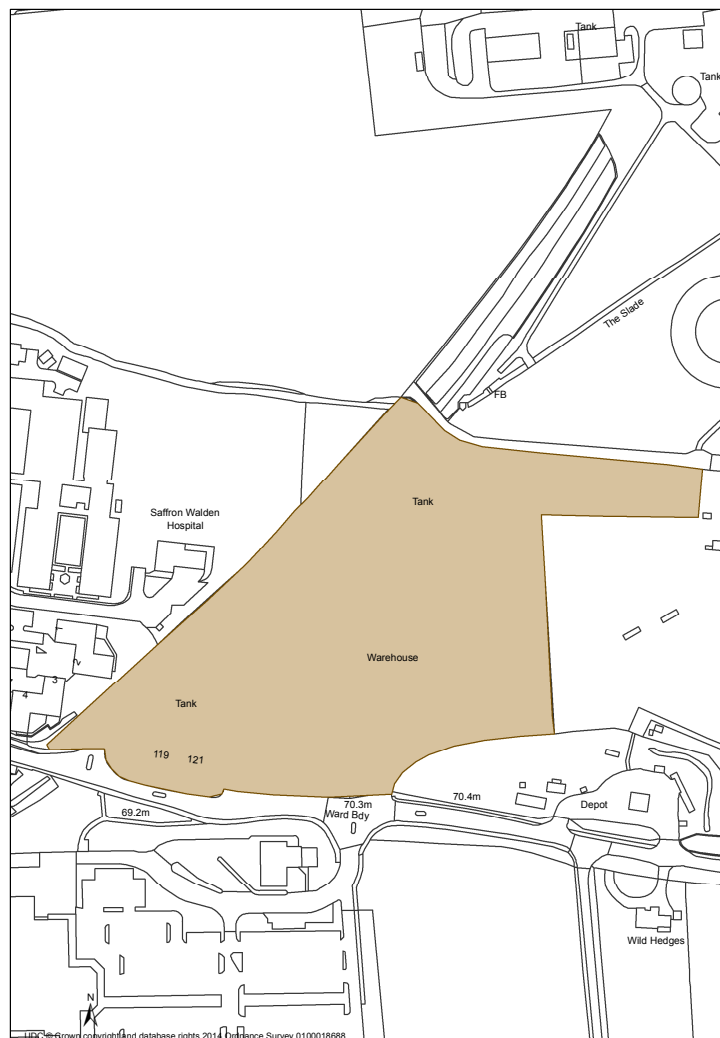
The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and Air Quality Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

20 Saffron Walden

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

Former Willis and Gambier site, 121 Radwinter Road

20.3 This 3.2 hectare site to the east of Saffron Walden forms a key approach to Saffron Walden from the east and improvements to this approach are sought as part of the development. The existing buildings are derelict and redevelopment will improve the character and appearance of the area.



Map 20.3 Site Location: Former Willis and Gambier Site, 121 Radwinter Road

Saffron Walden 20

Saffron Walden Policy 3 - Former Willis and Gambier site, 121 Radwinter Road

The land to the north of Radwinter Road, formerly the Willis and Gambier site, is allocated for 52 residential dwellings and an extra care home.

The following criteria must be met:

- The development provides for a mixed and balanced community.
- It provides contributions towards improvements of the Radwinter Road and Thaxted Road junction and contribution towards cycle infrastructure.
- It provides for a 60-bed Extra Care Home to be delivered and managed by a registered provider (in lieu of affordable housing provision).
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Air Quality Assessment, Approved Drainage Strategy and Flood Risk Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation will be regulated by legal obligation in association with the grant of planning permissions.

20 Saffron Walden

Land West of Little Walden Road

20.4 This 7.10 hectare site to the west of Little Walden Road is allocated for playing pitches, community use and 15 affordable homes.



Map 20.4 Site Location: Land west of Little Walden Road

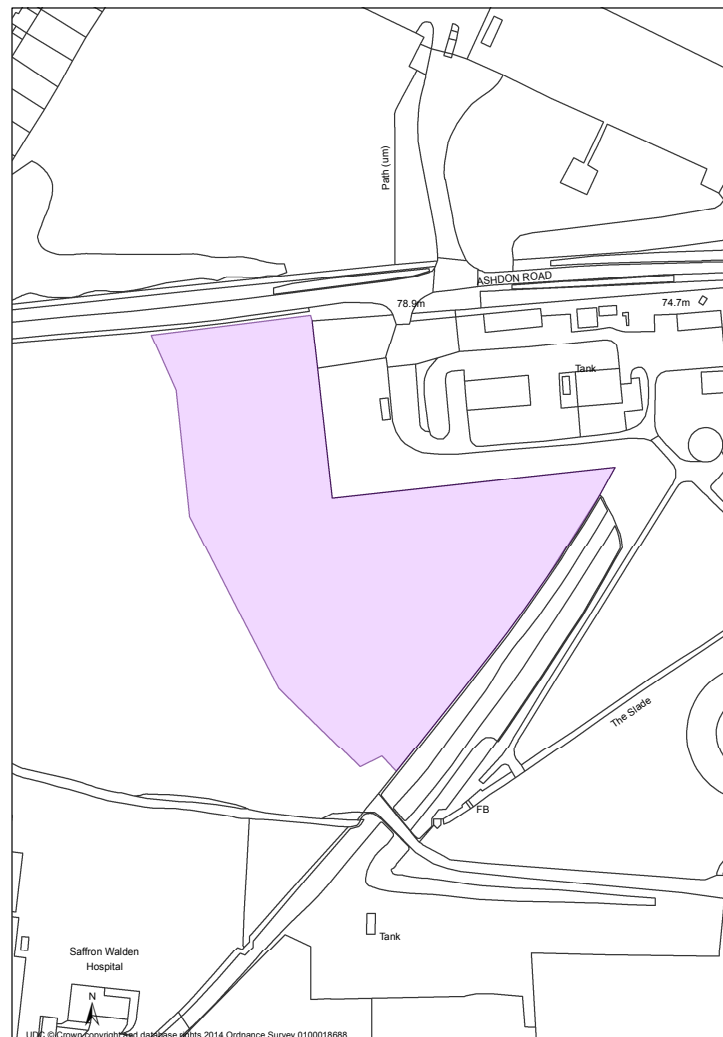
Saffron Walden Policy 4 - Land West of Little Walden Road

Land at Little Walden Road identified on the policies map is allocated for playing pitches, open space, community use and up to 15 units of affordable housing, landscaping and flood attenuation measures.

Saffron Walden 20

Land South of Ashdon Road

20.5 A 5.4 hectare site to the south of Ashdon Road is allocated for 130 new homes, and 3,800 m² of Class B1 employment land. Detailed planning permission for the housing development was granted in November 2012, and is currently under construction. This allocation relates to the 1.7ha site for employment land only.



Map 20.5 Site Location: Land south of Ashdon Road

Saffron Walden Policy 5 - Land South of Ashdon Road

The land to the south of Ashdon Road is allocated for 3800m² of B1 business use.

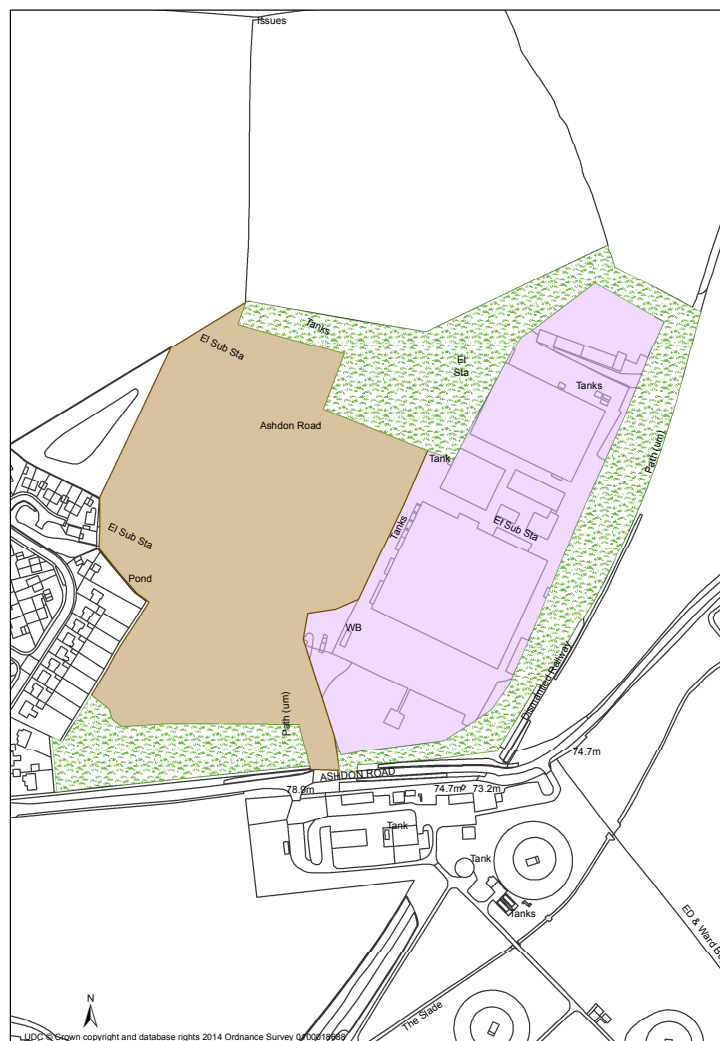
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy, Flood Risk Assessment, Air Quality Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

20 Saffron Walden

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

Ashdon Road Commercial Centre

20.6 This 13 hectare site to the north east of Saffron Walden is allocated for 167 new homes and 4 hectares of employment land. There are currently employment uses on the site but the buildings are in a poor state of repair and coming to the end of their useful life. Replacing these buildings with a 100% commercial development would not be viable and so an enabling residential element is proposed as part of the proposal. This site forms a key approach to Saffron Walden and improvements to this approach are sought as part of the development.



Map 20.6 Site Location: Ashdon Road Commercial Centre

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Saffron Walden Policy 6 - Ashdon Road Commercial Centre

The land to the north east of Saffron Walden is allocated for a mixed use development consisting of 167 residential dwellings and 4 hectares of employment land.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons and 1 and 2 bed bungalows across tenure
- The housing allocation is subject to a linked employment allocation which should come forward as part of the Master Plan. The employment element will consist of 4 hectares of employment uses comprising offices, and/or industry and/or warehousing and/or similar "sui generis" uses.
- It provides for informal recreation open space within the development. The provision of children's play space 2 LAPs and a LEAP. The provision of a strategic landscape buffer to include 4 hectares of natural and semi-natural green space to the northern and eastern edges of the allocation.
- The development will include transport improvements including bus turning areas and bus stops.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and Air Quality Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Other Residential Sites

20.7 In addition to these site there are a number of other sites in Saffron Walden which will contribute to the housing supply within the district. As at April 2013 some were under construction and some have planning permission but development has not

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started. Some sites will have since been completed. There are no specific policies for each of these sites but any planning applications will be considered in relation to relevant development management policies. The sites are identified on the policies map.

Saffron Walden Policy 7 - Other Residential Sites

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

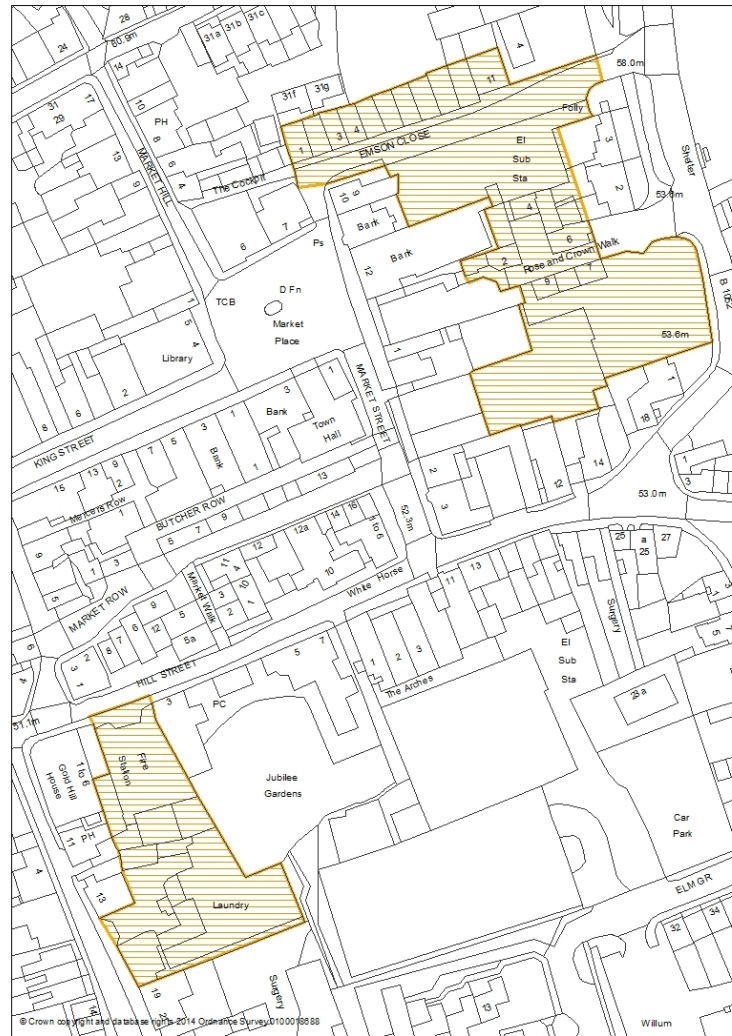
	Site Area (ha)	Capacity
Land rear of the Kilns, Thaxted Road	1.3	52
Goddards Yard	0.4	14
8-10 King Street	0.04	8
Former Gas Works Site, Radwinter Road	0.32	5
Land at Friends School, Debden Road	2	44
Land at Emson Close	0.16	9
The Sun Inn, Gold Street	0.07	6
Tudor Works, Debden Road	0.5	24
Lodge Farm, Radwinter Road	0.28	31
Land south of Ashdon Road	5	130
		323

Table 10 - Other Residential Sites

Development Opportunity Sites

20.8 Two Development Opportunity Sites are identified in Saffron Walden town centre. These are areas where additional retail floorspace and other town centre uses could be provided to support the function of the town centre and increase the range of facilities available.

Saffron Walden 20



Map 20.7 Development Opportunity Sites

Saffron Walden Policy 8 - Development Opportunity Sites

The Council will support development and redevelopment opportunities for town centre uses in the following town centre locations.

- The Fire Station/Saffron Walden Laundry
- Emson Close/Rose and Crown Walk and car parks to the rear of Boots and Saffron Building Society

Development should form part of a comprehensive development or not prevent the development of any other part of the site. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

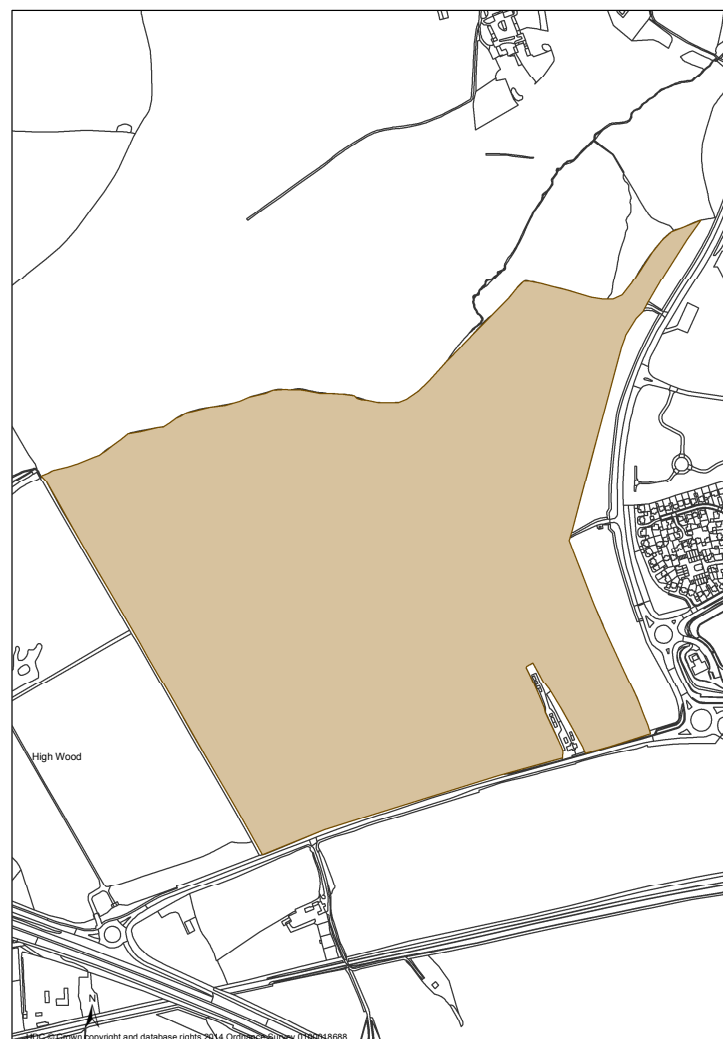
20 **Saffron Walden**

Great Dunmow 21

GREAT DUNMOW - SITE ALLOCATIONS

Land north of Stortford Road and West of Woodside Way

21.1 This 57 hectare site to the west of Great Dunmow is a strategic allocation for housing and associated uses. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key approach to Great Dunmow and improvements to this approach are sought as part of the development.



Map 21.1 Site Location: Land north of Stortford Road and west of Woodside Way

Great Dunmow Policy 1 - Land north of Stortford Road and west of Woodside Way

The land to the north of Stortford Road and west of Woodside Way is allocated for 850 residential dwellings.

The following criteria must be met:

21 Great Dunmow

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure.
 - Scheme for vulnerable adults (as part of affordable housing provision).
- It provides for a local centre including a community centre/sports hall, 2.1 hectares of land and construction of pre/primary school.
- It provides for public transport contributions.
- It provides for a minimum of 21 hectares of open space within the development. This will include: provision of a mix of formal playing pitches (junior and adult football/rugby/cricket) and informal recreation areas; children's play spaces (LAPS, LEAPS and NEAPS), 2 hectares of allotments across the allocation and a substantial strategic landscape buffer of natural and semi-natural green space to the north and west edges of allocation. Associated facilities like changing rooms and car parking should also be provided.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land West of Great Dunmow, South of Stortford Road

21.2 This 17 hectare site to the west of Great Dunmow, South of Stortford Road and north of the Flitch Way is a strategic allocation for an enabling residential development to support the provision of a medical centre within the site and a new secondary school with playing fields to the west of the site. The provision of the new school site and buildings will be partially funded by the redevelopment of the existing Helena Romanes School site for residential use. This site is on a key approach to Great Dunmow and improvements to this approach will be sought as part of the development.

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Map 21.2 Site Location: Land west of Great Dunmow and south of Stortford Road

Great Dunmow Policy 2 - Land West of Great Dunmow and south of Stortford Road

The land to the west of Great Dunmow and south of Stortford Road is allocated for 400 dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older person's and 1 and 2 bed bungalows across tenure
- It provides land and the provision of a new Health Centre of approximately 1800m² floorspace together with parking and an ambulance pick up/drop off point.

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- It provides for open space within the development including informal recreation areas, the provision of children's play spaces (LAPS, LEAPS and NEAPS) and a substantial strategic landscape buffer to the south along the boundary of the Flitch Way Country Park.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

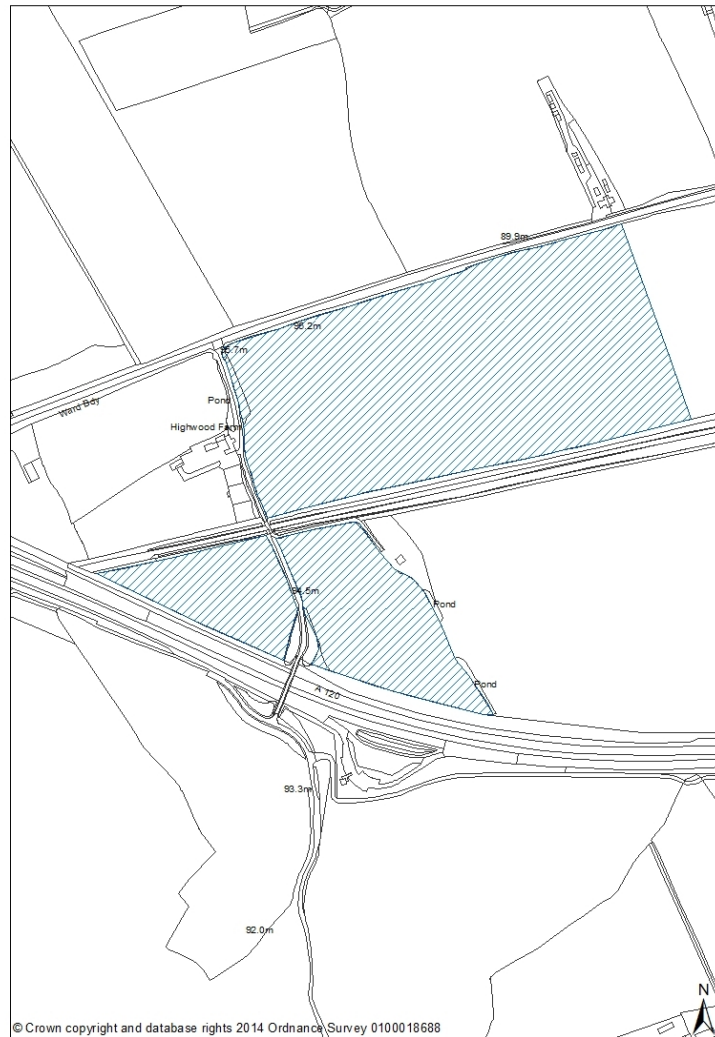
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land Adjacent to Buttleys Lane

21.3 A 14 hectare site adjacent to Buttleys Lane, is a strategic allocation, safeguarded for the development of a new secondary school to be provided as part of the residential development on the land to the east. The school buildings will be located on land north of the Flitch Way and east of Buttleys Lane. Land to the south of the Flitch Way, west and east of Buttleys Lane is safeguarded for playing fields associated with the school.

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Map 21.3 Site Location: Land adjacent to Buttleys Lane

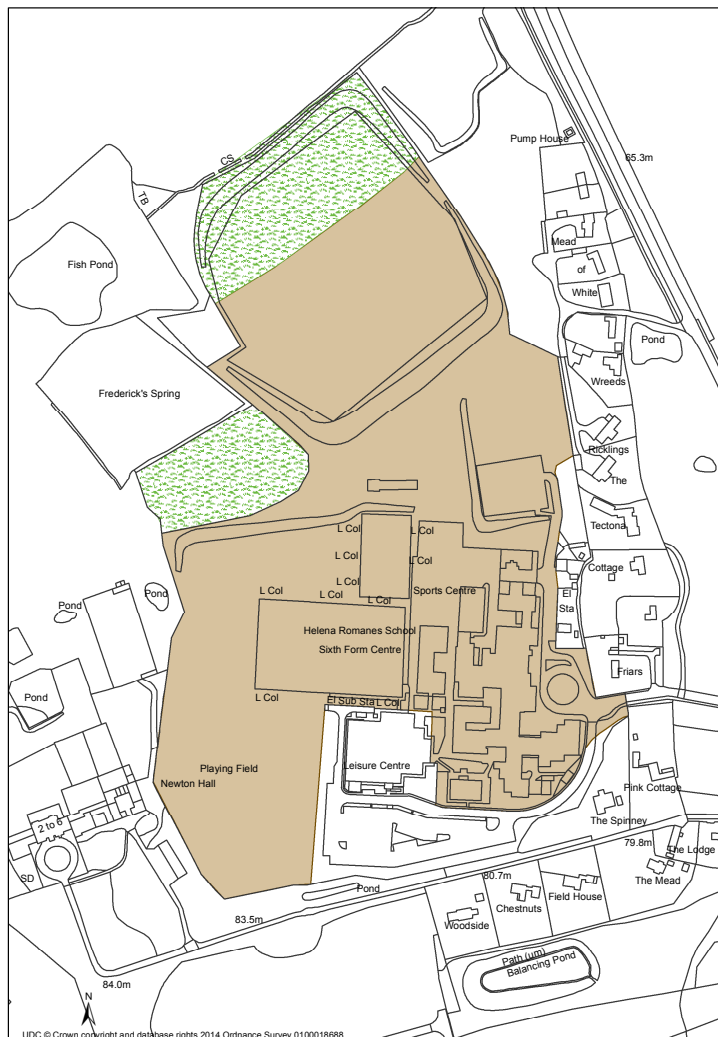
Great Dunmow Policy 3 - Land adjacent to Buttleys Lane

Land adjacent to Buttleys Lane is safeguarded for secondary education use.

Helena Romanes School

21.4 The 9.7 hectare site of the existing Helena Romanes School is a strategic allocation for residential development. This is an enabling development to fund the building of a new school on the land south of Stortford Road. Because the full value of the development is required to part fund the building of the new school there will be no requirement for the site to provide the usual community benefits in terms of affordable housing etc. The existing leisure centre is not affected by this proposal and will remain on the site.

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Map 21.4 Site Location: Helena Romanes School

Great Dunmow Policy 4 - Land at Helena Romanes School

The land at Helena Romanes School is allocated for 100 dwellings.

The following criteria must be met.

- This enabling development will part fund the development of a new secondary school on land adjacent to Buttleys Lane, west of Great Dunmow and south of Stortford Road.
- The development should provide children's play spaces (LEAPs) and a 1.8 hectare landscape buffer to the north and west of the site to form a link with existing woodland habitats.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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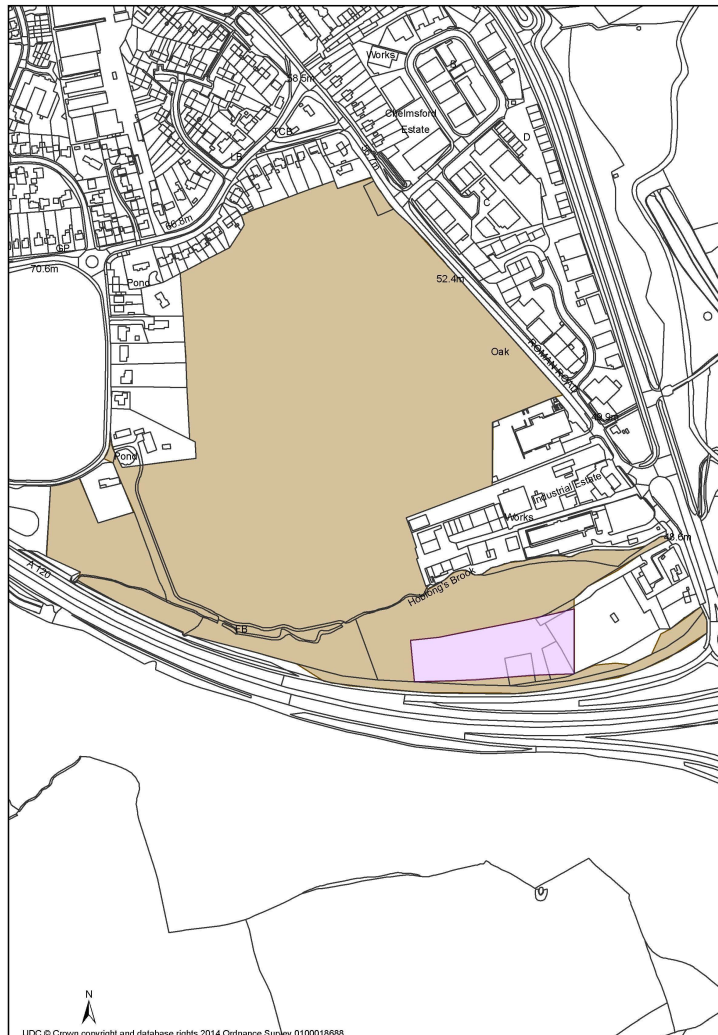
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land west of Chelmsford Road

21.5 This 20 hectare site to the south of Great Dunmow is a strategic allocation for housing, employment, retail and other associated uses. The Council's aim is to secure a comprehensive development over the whole site. Access and traffic generation are important considerations and improvements to the Hoblongs junction will need to be delivered as part of the scheme. It is also the aim of the Council that the site will include a pedestrian route to help create a southern link around Great Dunmow linking the two parts of the Flich Way. The site forms a key approach to Great Dunmow and improvements to this approach are sought as part of the development.

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Map 21.5 Site Location: Land west of Chelmsford Road

Great Dunmow Policy 5 - Land west of Chelmsford Road

The land known as Smiths Farm to the west of Chelmsford Road and north of the A120 is allocated for 300 residential dwellings, a 70 bed Extra Care home and 2.1 hectares of employment land and a retail store.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure.
- It provides for a 70-bed Extra Care home (as part of affordable provision).
- It provides for any necessary junction improvements to the Hoblongs junction in accordance with the submitted Transport Assessment which

Great Dunmow 21

are completed and operational prior to any part of the sites coming into use.

- It provides for public transport contributions.
- It provides for 1.7 hectares of land for pre/primary school and construction of school facility.
- It provides for recreation open space within the development. The provision of children's play spaces (LEAPS and NEAPS).
- It provides for 1,400m² of retail floorspace.
- This housing allocation is subject to a linked employment allocation of 2.1 hectares which should come forward as part of the Master Plan. The employment provision will include employment uses comprising industry and/or warehousing (or similar 'sui generis' uses).
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.
- The necessary improvement works to the junction will be determined by the highway authority and will include preventing excessive traffic congestion at the junction, particularly in peak hours, as a consequence of the development and use of both these sites.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Woodlands Park

21.6 This 46 hectare site to the north west of Great Dunmow is allocated for residential use. Planning permission for housing development at Woodlands Park was first granted in 1993. By April 2013 769 dwellings had been completed on the site. This plan allocates the outstanding development for Sectors 1, 2 and 3 and includes the development of Sector 4 which was granted outline planning permission in 2012 for 125 homes. Sector 4 forms a key approach to Great Dunmow from the north.

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Map 21.6 Site Location: Woodlands Park

Great Dunmow Policy 6 - Woodlands Park

Land at Woodlands Park, is allocated for 988 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community.
- It provides for the provision of cycle/footway links from the development to Tesco, the primary and secondary schools and the B184.
- It provides for recreation open space within the development to include informal recreation areas, children's play space (LAP and LEAP), and a strategic landscape buffer to the north of the development and along the line of the north-west by pass.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required by legal obligation to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

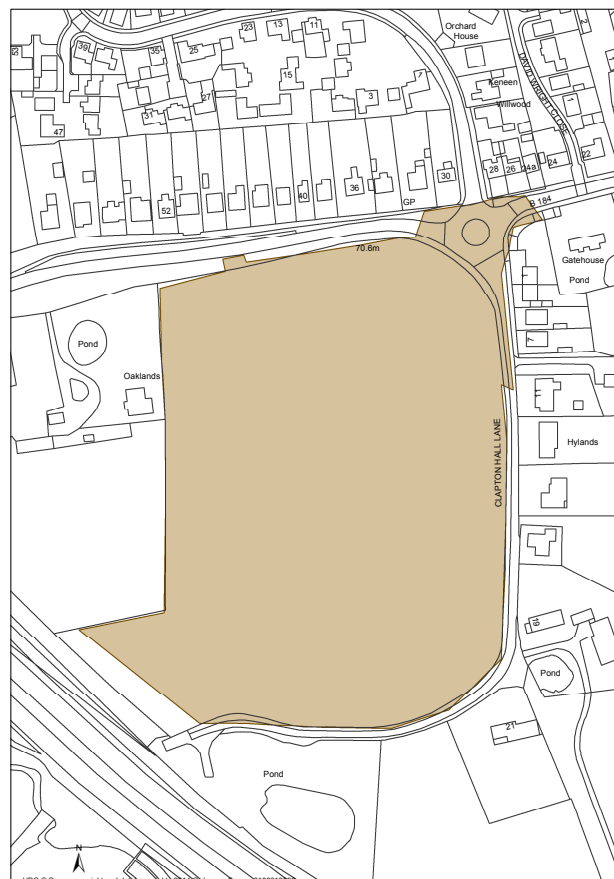
Great Dunmow 21

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy, Air Quality Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land South of Ongar Road

21.7 This 4 hectare site is allocated for residential use. The Council's aim is to secure a comprehensive development over the whole site. It is also the aim of the Council that the site will include a pedestrian route to help create a southern link around Great Dunmow linking the two parts of the Flitch Way. The site is part of a key approach to Great Dunmow and improvements to this approach will be sought as part of the development.



Map 21.7 Site Location: Land south of Ongar Road

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Great Dunmow Policy 7 - Land South of Ongar Road, Great Dunmow

Land to the south of Ongar Road is allocated for 100 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include
 - At least 5% older persons and 1 and 2 bed bungalows across tenure.
- It provides for open space within the development to include informal open space, children's play areas (LAP and LEAP) and landscaping to the southern and eastern boundaries.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

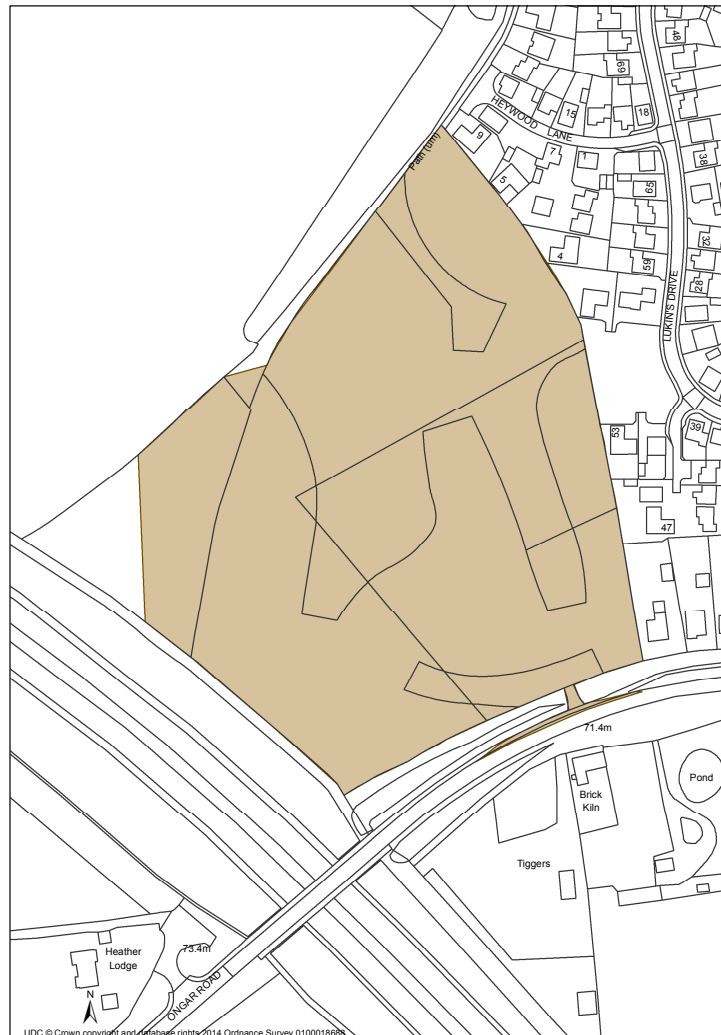
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and Air Quality Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land North of Ongar Road

21.8 This 3.6 hectare site is allocated for residential use. The Council's aim is to secure a comprehensive development over the whole site. It is also the aim of the Council that the site will include a pedestrian route to help create a southern link around Great Dunmow linking the two parts of the Flitch Way. The site is part of a key approach to Great Dunmow and improvements to this approach will be sought as part of the development.

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Map 21.8 Site Location: Land north of Ongar Road

Great Dunmow Policy 8 - Land North of Ongar Road, Great Dunmow

Land north of Ongar Road is allocated for 73 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community to include**
 - **At least 5% older persons and 1 and 2 bed bungalows across tenure.**
- **It provides for open space within the development to include informal open space, children's play areas (LAP and LEAP) and landscaping along the northern boundary of the site with Olive's Wood.**
- **It provides for an enhanced bus service and relocated bus stop within reasonable walking distance of the site.**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal**

21 Great Dunmow

obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

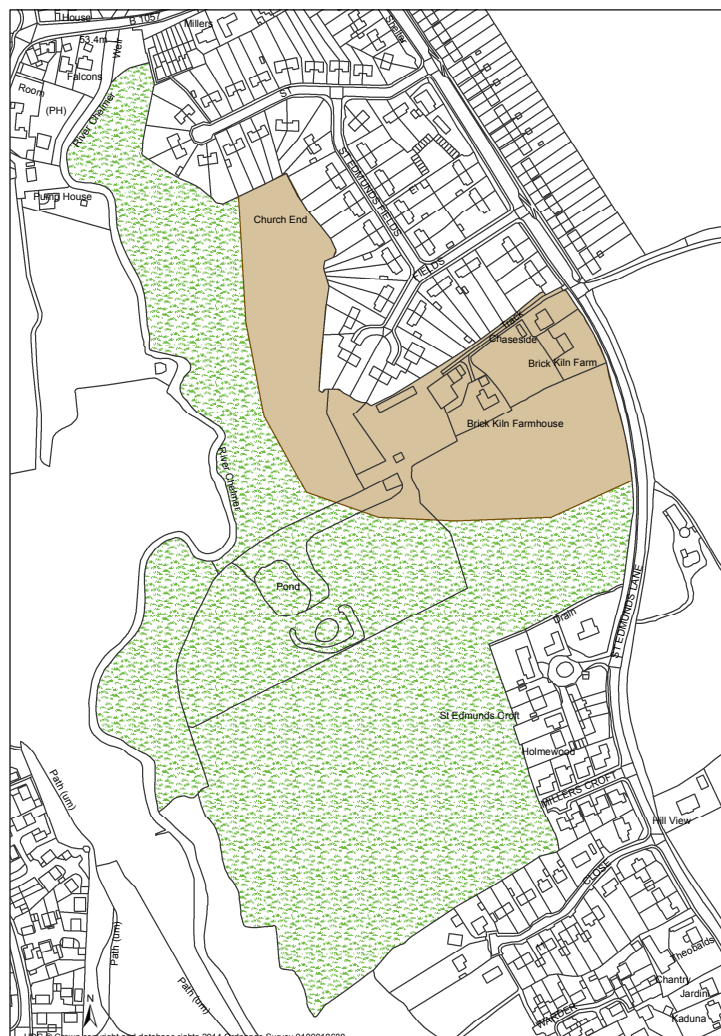
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land at Brick Kiln Farm

21.9 This 12.8 hectare site is allocated for 3.4 hectares for residential use and 9.4 hectares as public open space. The Council's aim is to secure a comprehensive development over the whole site.

Great Dunmow 21



Map 21.9 Site Location: Land at Brick Kiln Farm

Great Dunmow Policy 9 – Land at Brick Kiln Farm

Land at Brick Kiln Farm is allocated for 65 residential dwellings and 9.4 hectares of public open space.

The following criteria must be met:

- The development provides for a mixed and balanced community to include
 - At least 5% older persons and 1 and 2 bed bungalows across tenure.
- It provides for 9.4 hectares of open space to the south and west of the proposed dwellings.
- Access into the existing public open space on the eastern and western sides of the River Chelmer.

21 Great Dunmow

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

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Other Residential Sites

21.10 In addition to the above sites there are a number of smaller sites in Great Dunmow which will contribute to the housing supply within the district. As at April 2013 some are under construction, some have planning permission but development has not started. Some sites will since have been completed. The sites are identified on the policies map.

Great Dunmow Policy 10 - Other Residential Sites

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

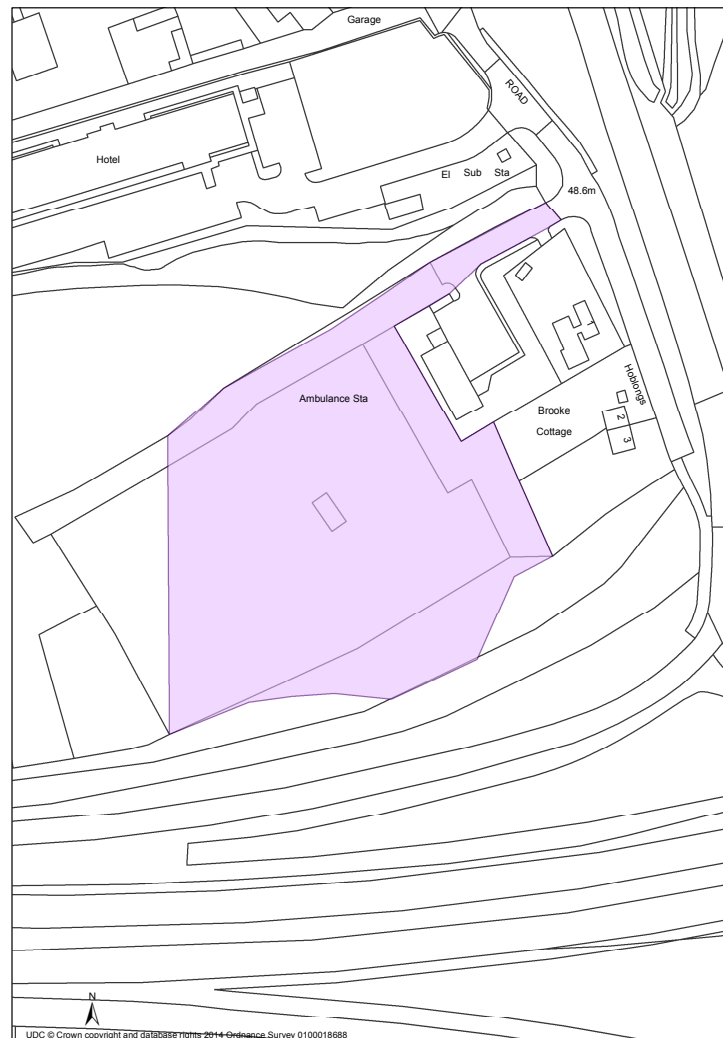
Site	Site Area (ha)	Capacity
Barnetson Court, Braintree Road	0.43	10
Former Council Offices, 46 High Street	0.16	2
Land adj. Harmans Yard, New Street	0.1	6
Perkins Garage, Stortford Road	0.12	12
Total		30

Table 11 Other Residential Sites

Great Dunmow 21

Land north west of the junction of the A120 with Chelmsford Road - Waste Transfer Station

21.11 This 0.9 hectare site to the south of Great Dunmow is allocated to provide waste transfer facilities within this part of the District. Access and traffic generation are important considerations and improvements to the Hoblongs Junction will need to be delivered as part of the scheme. The site forms a key approach to Great Dunmow and improvements to this approach are sought as part of the development.



Map 21.10 Site Location: Land north west of the junction of the A120 with Chelmsford Road

Great Dunmow Policy 11 - Land north west of the junction of the A120 with Chelmsford Road

The site to the north west of the junction of the A120 with the Chelmsford Road is allocated for a waste transfer station.

The following criteria must be met:

21 Great Dunmow

- It provides adequate, appropriate and effective landscaping to protect the amenity of the nearby housing and hotel.
- It provides adequate, appropriate and effective landscaping to minimise the view of the site from the A120.
- It provides adequate, appropriate and effective measures to limit any odours, birds and vermin to within acceptable levels of tolerance.
- It provides adequate, appropriate and effective measures to limit the amount of air-borne waste materials or particles or grit emanating from the site to within acceptable levels of tolerance.

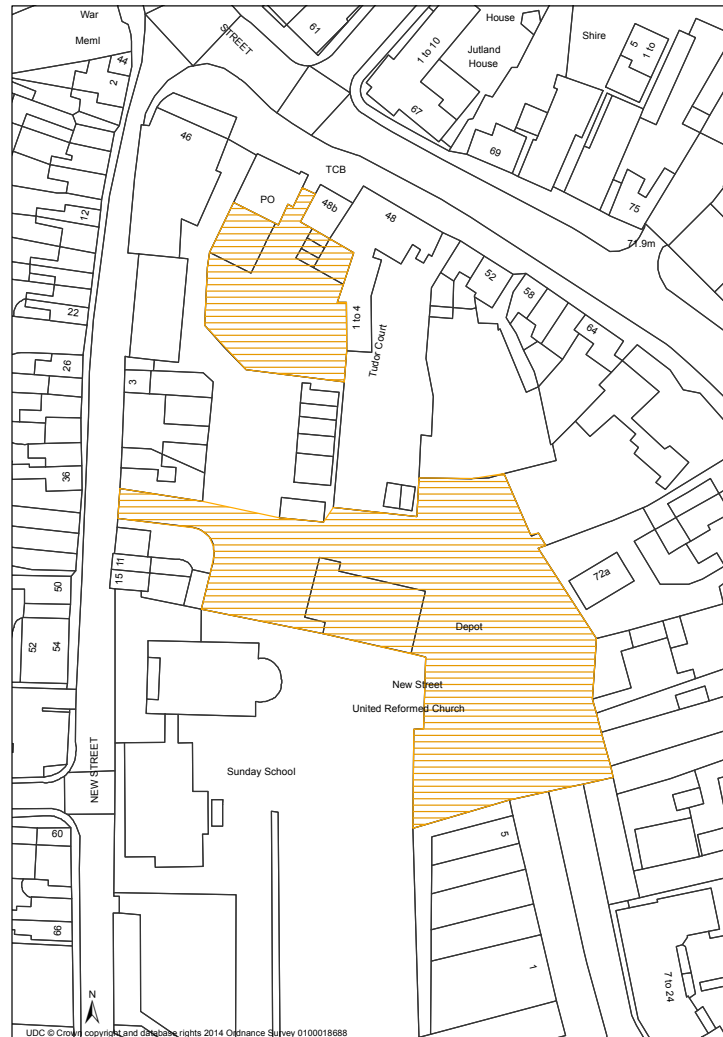
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

A legal obligation will secure the necessary improvements to the junction of the Chelmsford Road (B184) with the A130 resulting from the development of this site.

Development Opportunity Sites

21.12 Two Development Opportunity Sites are identified in Great Dunmow town centre. These are areas where additional retail floorspace and other town centre uses could be provided to support the function of the town centre and increase the range of facilities available.

Great Dunmow 21



Map 21.11 Development Opportunity Sites

Great Dunmow Policy 12 - Development Opportunity Sites

The Council will support development and redevelopment opportunities for town centre uses in the following town centre locations:

- Council Depot, off New Street
- Post Office Yard

Development should form part of a comprehensive development or not prevent the development of any other part of the site. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

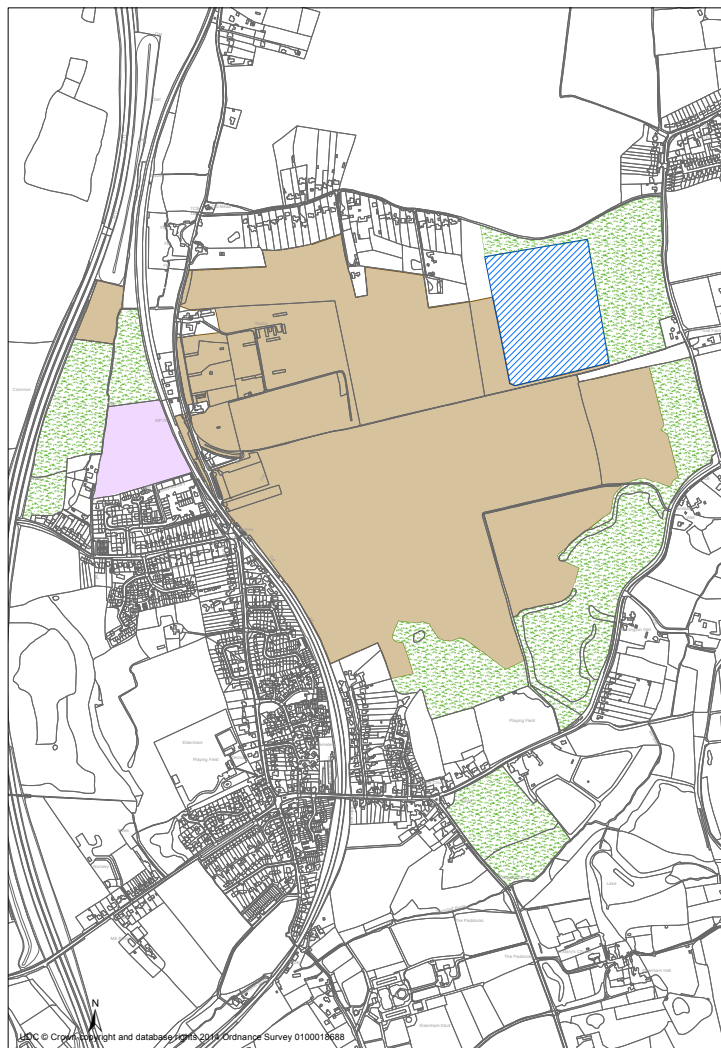
21 **Great Dunmow**

Elsenham 22

ELSENHAM - SITE ALLOCATIONS

Land North East of Elsenham

22.1 This is a 131 hectare site to the north east of Elsenham between Elsenham and Henham. This site is a large strategic allocation which has the potential to expand in the future to continue to meet housing requirements beyond the current plan period. The proposal is for a large scale development to provide 2100 homes, plus 4 hectares of employment, and supporting infrastructure including a primary school, shops community buildings and a new transport interchange and other transport improvements. The Council aims to secure a comprehensive, mixed use development for the whole site. By providing a range of complementary land uses there is the opportunity to create a balanced land use and transport strategy to increase the trip retention within the development.



Map 22.1 Site Location: Land north east of Elsenham

22 Elsenham

Elsenham Policy 1 - Land North East of Elsenham

The land to the north east of Elsenham is allocated for 2100 homes.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older person's and 1 and 2 bed bungalows across tenure
- It provides for improvements to the railway crossing at Elsenham Station
- It provides for recreation open space within the development to include informal recreations areas, the provision of children's play spaces (LAPS LEAPS and NEAP) playing pitches and allotments. A strategic landscape buffer should be provided to the west, east and south of the development.
- It provides as part of education contributions 3ha land for a 3 form entry pre/primary school.
- It provides a local centre within the development including provision for retail, employment, community buildings, and a health centre.
- It provides a contribution to public transport.
- It provides a transport interchange adjacent to the station and makes a contribution to highways improvements and traffic management measures required to mitigate the impact of the development.
- It provides a link road from Henham Road to Hall Road, avoiding Elsenham Cross. This link road and other access points to the development may need to cross the strategic landscape buffer and they should be designed to reduce the impact on this as far as possible.
- It provides 4ha of employment land.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required by legal obligation to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

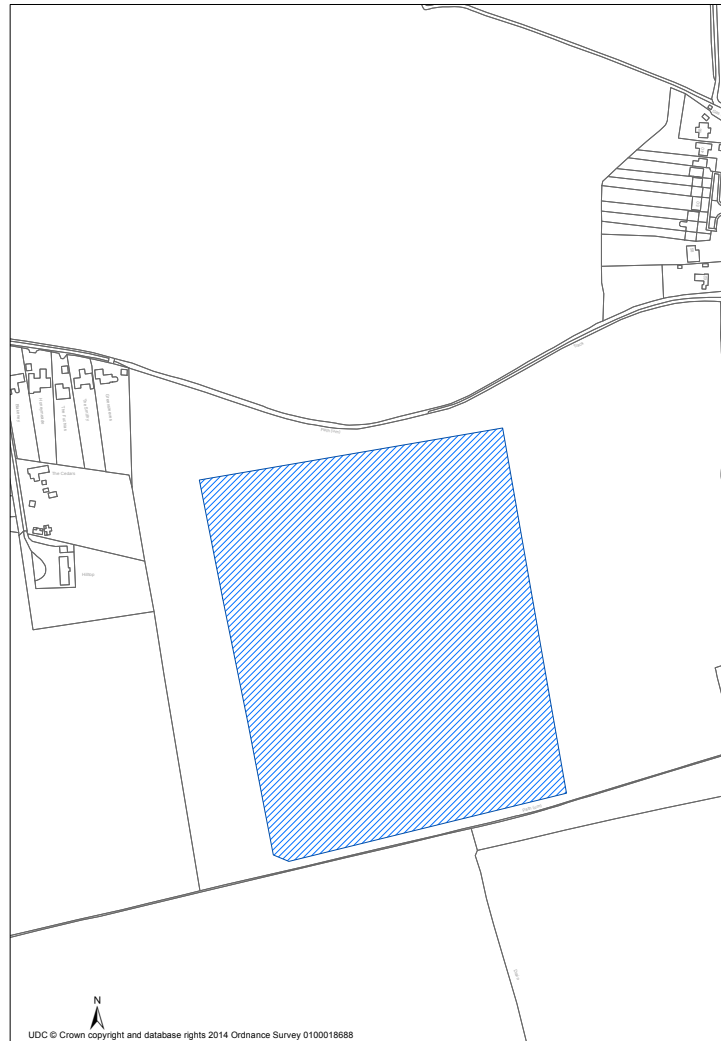
The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Elsenham 22

Land East of Old Mead Lane

22.2 Land to the east of Old Mead Lane (9ha) is safeguarded for the development of a new secondary school.



Map 22.2 Site Location: Land east of Old Mead Lane

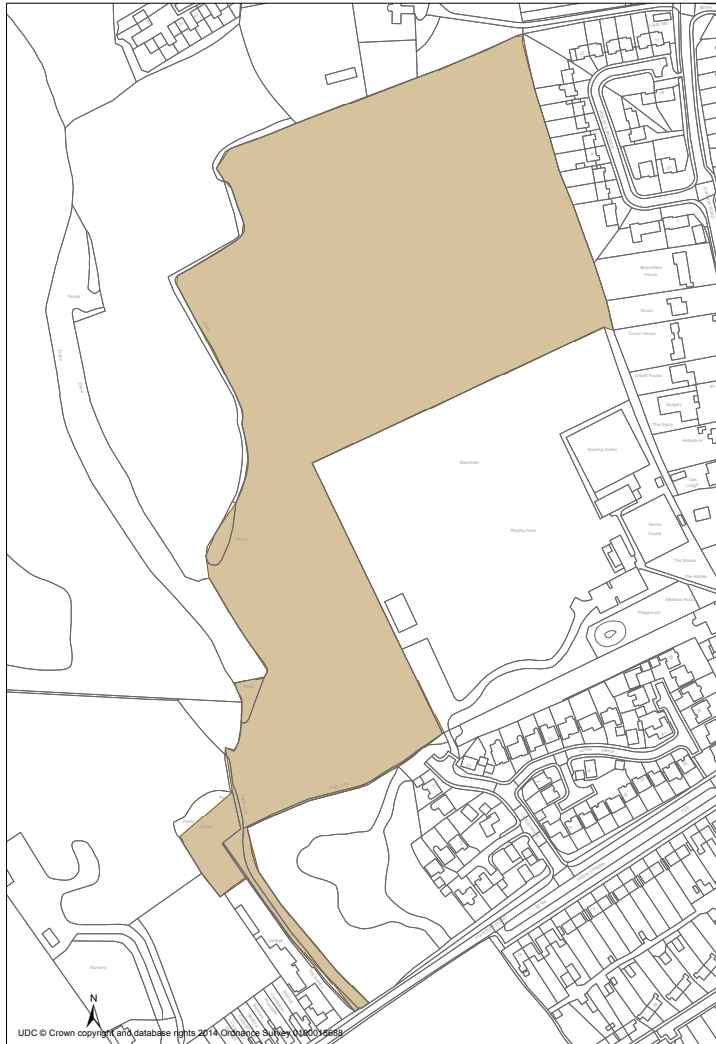
Elsenham Policy 2 - Land to the east of Old Mead Lane

Land to the east of Old Mead Lane is safeguarded for secondary education use.

Land west of Station Road

22.3 This is a 7 hectare site to the west of Station Road, Elsenham. The site is allocated for housing, a care home, community centre and playing pitches. The Council's aim is to secure a comprehensive development over the whole site.

22 Elsenham



Map 22.3 Site Location: Land west of Station Road

Elsenham Policy 3 - Land west of Station Road

The land to the west of Station Road is allocated for 155 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community.
- It provides for a 55-bed Extra Care Unit.
- It provides for recreation open space within the development to include provision of addition to existing formal playing pitches and informal recreation areas. The provision of children's play spaces (LAPS and a LEAP) and a Management plan for Alsa Wood.
- It provides land and a financial contribution towards a community centre on site.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal

Elsenham 22

obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

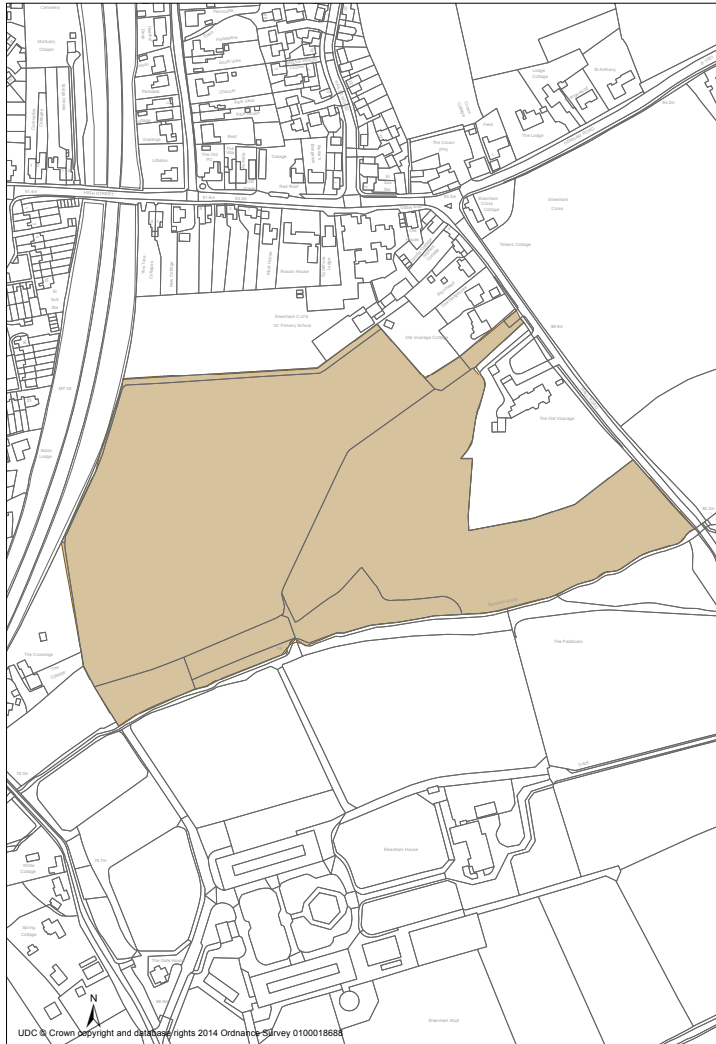
The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land west of Hall Road

22.4 This is a 6.6 hectare site to the west of Hall Road, Elsenham. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key landscaped approach to Elsenham and retention and improvements to this landscaped approach are sought as part of the development.

22 Elsenham



Map 22.4 Site Location: Land west of Hall Road

Elsenham Policy 4 - Land west of Hall Road

The land to the west of Hall Road is allocated for 130 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure
- It provides for recreation open space within the development to include provision of informal recreation areas to the southern and south-eastern part of the allocation. The provision of children's play spaces (LAPS and LEAPS).
- It provides contributions towards the provision of a Community Centre as part of Elsenham Local Policy 3.

Elsenham 22

- It provides as part of the education contributions the provision of 1ha additional land next to the school for pre/primary education purposes.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

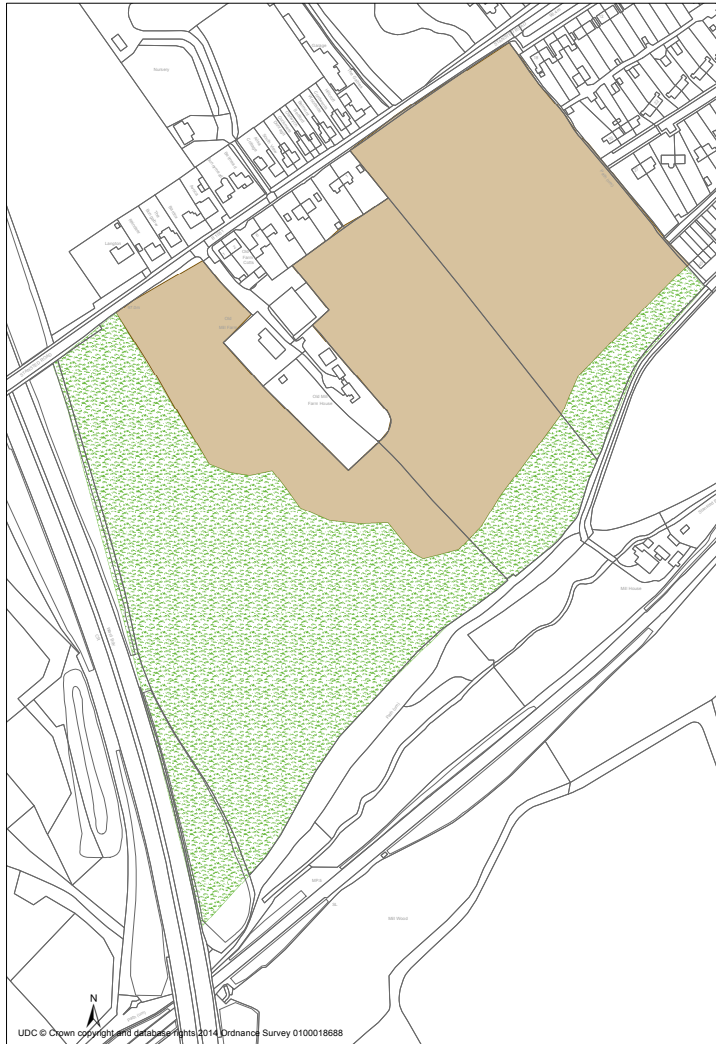
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy, Flood Risk Assessment and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Land south of Stansted Road

22.5 This is a 12.8 hectare site to the south of Stansted Road, Elsenham. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key approach to Elsenham and improvements to this approach are sought as part of the development.

22 Elsenham



Map 22.5 Site Location: Land south of Stansted Road

Elsenham Policy 5 - Land south of Stansted Road

The land to the south of Stansted Road is allocated for 165 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure.
- It provides for 5.6ha recreation open space within the development to include provision of informal recreation areas to the western and southern part of the allocation. The provision of children's play spaces (LAP and LEAP). The provision of 1 hectare of allotments and substantial strategic landscape buffer to western and southern edge of allocation.

Elsenham 22

- It provides contributions towards the provision of a Community Centre as part of Elsenham Local Policy 3.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Other Residential Sites

22.6 In addition to the above sites there are a number of smaller sites in Elsenham which will contribute to the housing supply within the district. As at April 2013 some are under construction, and some have planning permission but development has not started. Some sites will since have been completed. There are no specific policies for each of these sites. The sites are identified on the policies map.

Elsenham Policy 6 - Other Residential Sites

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

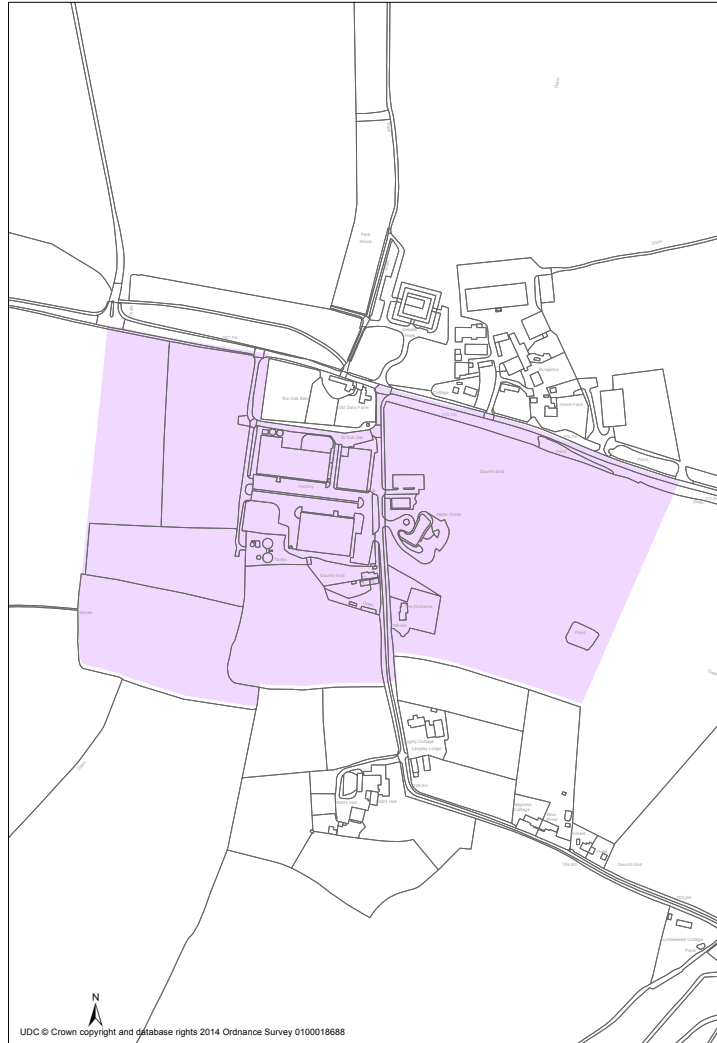
Site	Site Area (HA)	Capacity
Land at the Orchard, Station Road, Elsenham	2	51
Alsa Leys	0.19	6
Land adjacent Hailes Wood	1.33	31
The Old Goods Yard, Old Mead Lane	0.3	10
Total		98

Table 12

22 Elsenham

Land at Gaunts End

22.7 This is a 19 hectare site at Gaunts End Elsenham. The site has been developed for high quality business units and has planning permission for further extension. The Council's aim is to maintain the high quality nature of the development over the whole site.



Map 22.6 Site Location: Land at Gaunts End

Elsenham Policy 7- Land at Gaunts End

The land at Gaunts End, Elsenham is allocated for B1(a) business use.

The following criteria must be met:

- **The development will be of a high architectural standard of design which constitutes a prestigious development that may facilitate the attraction of headquarter offices;**

Elsenham 22

- The development minimises the need for travel by private car by improving the bus service to and from the site;
- The development is acceptable in terms of its design, materials, traffic generation, impact on the landscape, effect on the operation of Stansted Airport and any other relevant planning considerations;
- The development should include landscape screening along the boundaries of the site;
- The development will facilitate the implementation of any associated road improvements that are necessary as a consequence, and
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

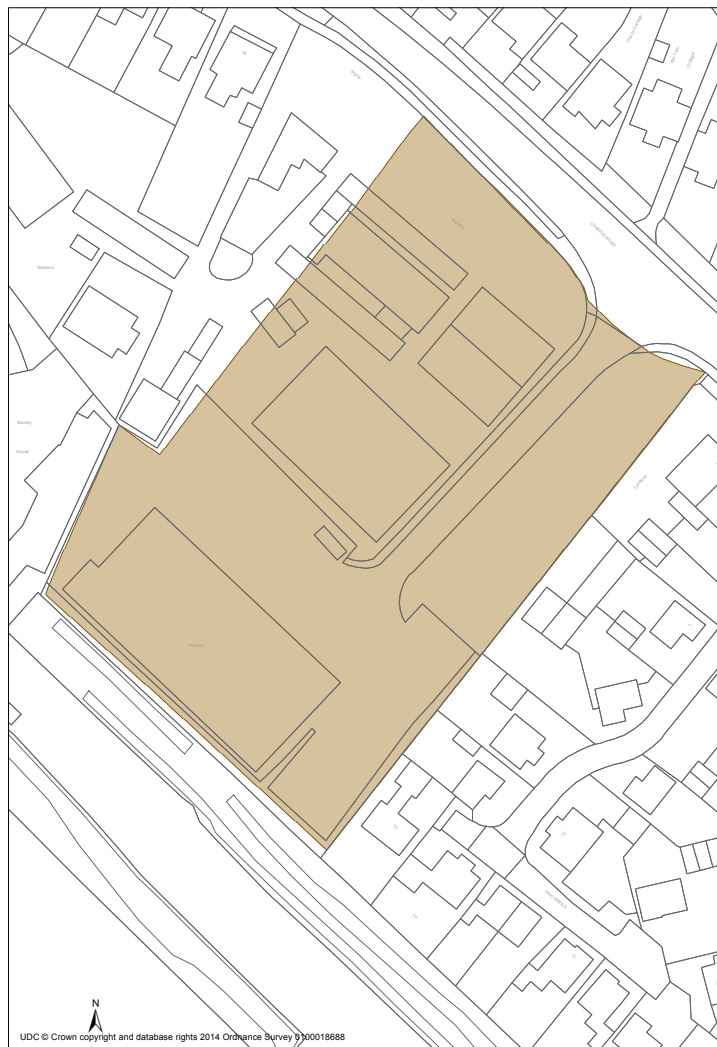
Development will need to be implemented in accordance with the Master Plan and design guidance approved by the Council and other Development Management policies. Implementation of the Master Plan proposals will be regulated by legal obligation in association with the grant of planning permissions.

23 Great Chesterford

GREAT CHESTERFORD - SITE ALLOCATIONS

New World Timber and Great Chesterford Nursery, London Road

23.1 This is a 0.9 hectare site at New World Timber and Great Chesterford Nursery London Road. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key approach to Great Chesterford and improvements to this approach are sought as part of the development.



Map 23.1 Site Location:

Great Chesterford Policy 1 - New World Timber and Great Chesterford Nursery, London Road

The land to the south-west of London Road, formerly New World Timber and Great Chesterford Nursery, is allocated for 35 residential dwellings.

The following criteria must be met:

Great Chesterford 23

- The development provides for a mixed and balanced community.
- It provides contributions towards off site recreation open space provision and children's play space.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

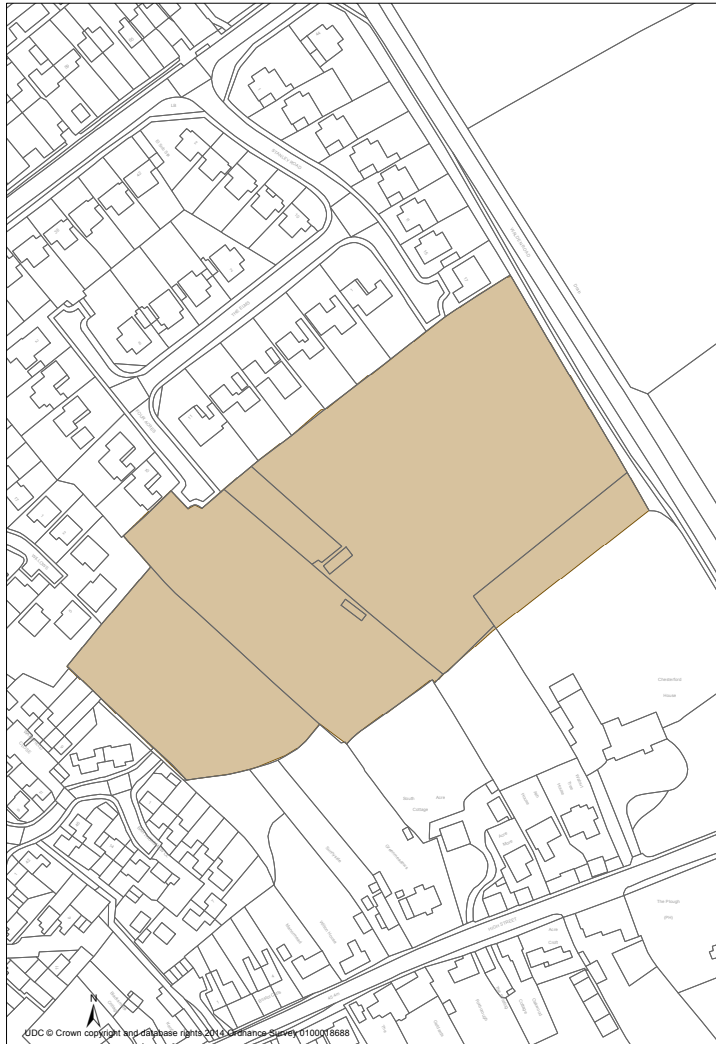
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Land south of Stanley Road

23.2 This is a 2.3 hectare site south of Stanley Road Great Chesterford. The Council's aim is to secure a comprehensive development over the whole site. The eastern boundary of the site forms a key landscaped approach to Great Chesterford and retention and improvements to this landscaped approach are sought as part of the development.

23 Great Chesterford



Map 23.2 Site Location:

Great Chesterford Policy 2 - Land south of Stanley Road

The land to the south of Stanley Road is allocated for 60 residential dwellings.

The following criteria must be met

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure
- It provides for recreation open space within the development through the provision of a children's play space (LAP).
- It provides for the off-site provision of 2.1 hectares of land for future education use or other community uses.
- It provides for pedestrian and cycleway links from Stanley Road through the development to Rookery Close to the south.

Great Chesterford 23

- It provides a public transport contribution.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

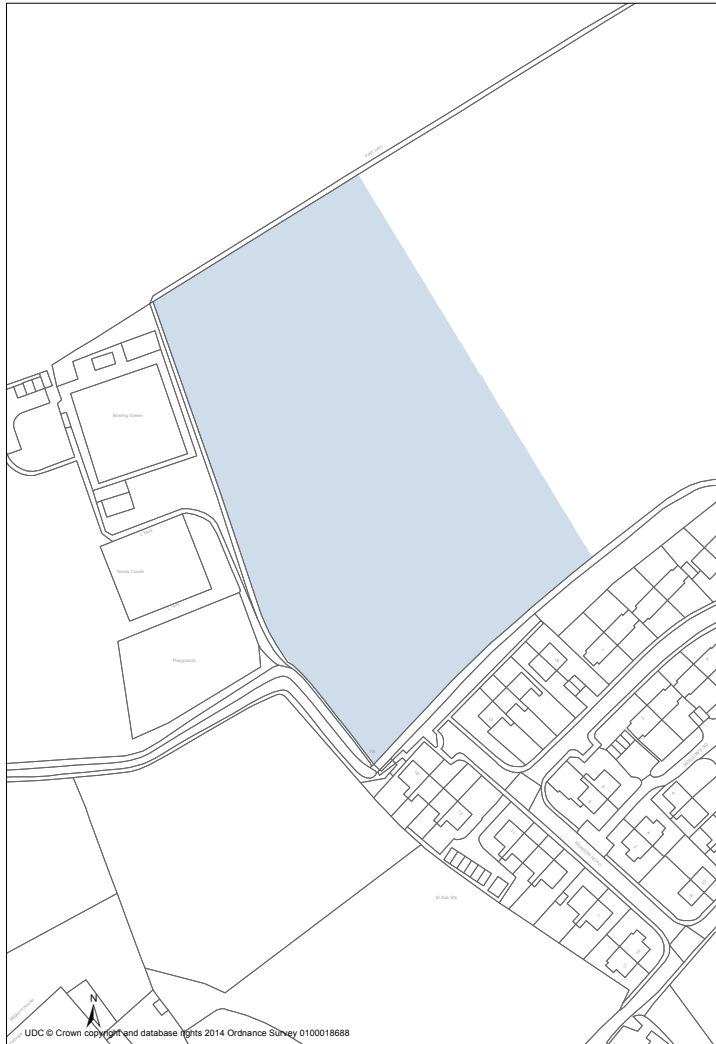
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Land next to the Community Centre

23.3 Land (2.1 hectares) next to the Community Centre is protected for future educational or other community uses.

23 Great Chesterford



Map 23.3 Site Location: Land next to the Community Centre

Great Chesterford Policy 3 - Land next to the Community Centre

The land to the east of the community centre is safeguarded for potential future education use or other community uses.

The application should be accompanied by a Flood Risk Assessment and any improvements/remedial works will be controlled through the legal obligation.

Newport 24

NEWPORT - SITE ALLOCATIONS

Bury Water Lane/Whiteditch Lane

24.1 This is a 6.1 hectare site at Bury Water Lane/Whiteditch Lane Newport which is allocated for residential development. Development on this site should include provision for highway improvements in association with the Newport Free Grammar School.



Map 24.1 Site Location: Bury Water Lane/Whiteditch Lane

Newport Policy 1 - Bury Water Lane/Whiteditch Lane

The land at Bury Water Lane/Whiteditch Lane is allocated for 84 residential dwellings.

The following criteria must be met:

24 Newport

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure.
- It provides highway improvements to improve movement and safety of school children and other pedestrians including the provision of a new footway and passing bays on School Lane.
- It provides for recreation open space within the development to include provision of informal recreation areas and the provision of children's play spaces (LEAP), The provision of 1 hectare of allotments and substantial strategic landscape buffers to the northern and western edges of the allocation
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

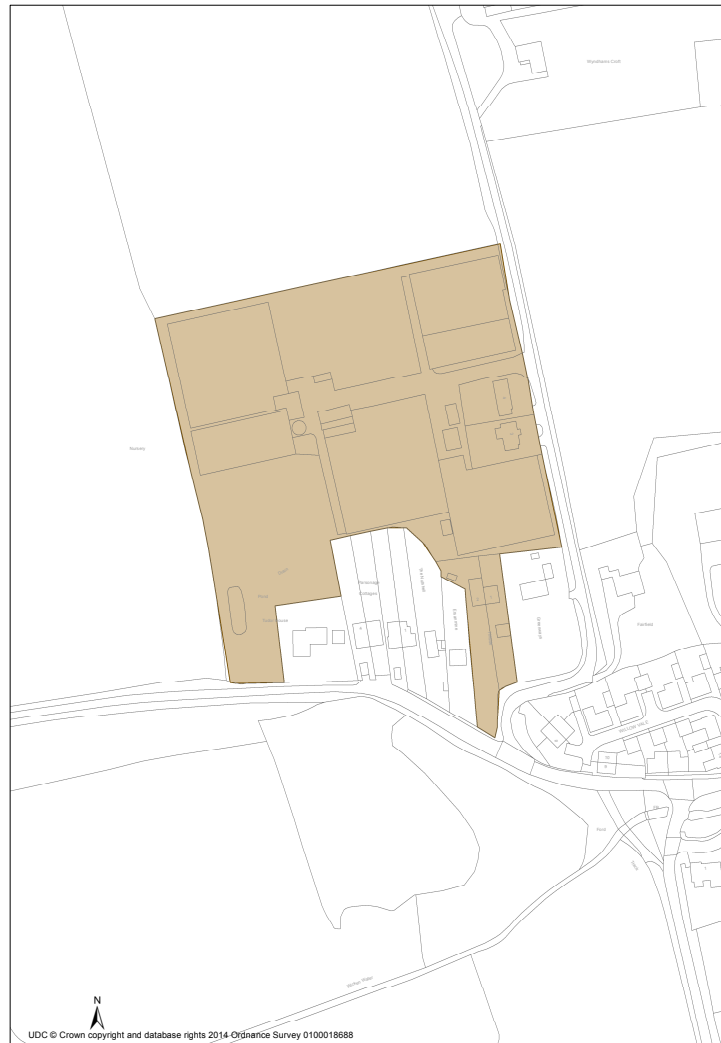
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation will be regulated by legal obligation in association with the grant of planning permissions.

Land at the Old Nursery, Bury Water Lane

24.2 This is a 2.1 hectare site off Bury Water Lane Newport. The site is a former nursery and it is allocated for a care village to provide a mix of extra care housing, assisted living units, care support facilities, and respite care units.

24.3 The Council wants to secure a comprehensive development over this site and the adjoining site at Bury Water Lane/Whiteditch Lane and one site will not be allowed to prejudice development of the other site.

Newport 24

Map 24.2 Site Location: Land at old Nursery, Bury Water Lane

Newport Policy 2 - Nursery Site, North of Bury Water Lane

The nursery land to the north of Bury Water Lane is allocated for a care village. Within this area only proposals for specialist housing and associated facilities will be acceptable unless:

- 1. Viability appraisals demonstrate that the need for the market housing component is essential for the successful delivery of the development**
- 2. The proportion of market housing is the minimum needed to make the scheme viable**

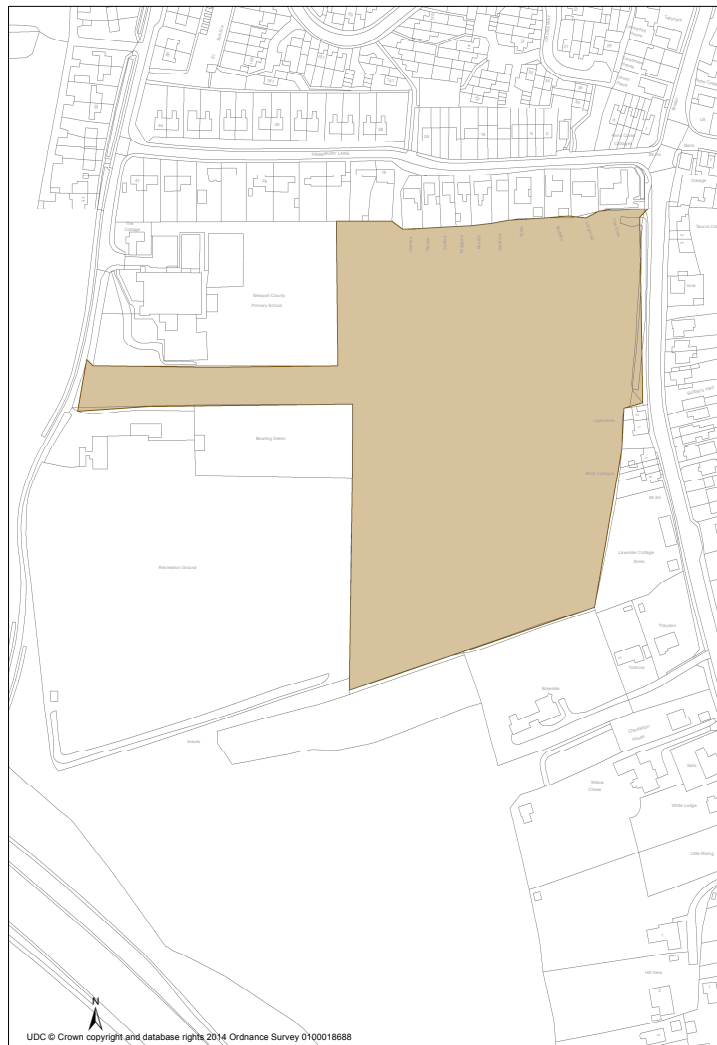
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

24 Newport

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

Land west of London Road by primary school

24.4 This is a 4.6 hectare site west of London Road Newport. The Council's aim is to secure a comprehensive development over the whole site.



Map 24.3 Site Location: Land west of London Road by primary school

Newport Policy 3 - Land west of London Road by primary school

The land to west of London Road is allocated for 70 residential dwellings.

The following criteria must be met:

Newport 24

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure.
- It includes access to be taken from London Road and provision of vehicular and pedestrian access to primary school and Frambury Lane.
- It provides a public transport contribution.
- It provides for recreation open space within the development and informal recreation areas. The provision of children's play spaces (LAPS and NEAPS).
- It includes the provision of 0.8ha additional land for pre/primary school adjacent to existing school sites as part of the education contribution.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Other Residential Sites

24.5 One other site in Newport has been granted planning permission for residential development at the Carnation Nurseries, east of Cambridge Road. The site is identified on the policies map.

Newport Policy 4 - Other Residential Sites

The following site identified on the policies map, is proposed for residential development.

Site	Site Area (HA)	Capacity
Land at Carnation Nurseries, East of Cambridge Road,	0.7	22
Total		22

Table 13 - Other Residential Sites

24 Newport

Stansted Mountfitchet 25

STANSTED MOUNTFITCHET - SITE ALLOCATIONS

Land at Lower Street

This is a 0.2 hectare site which is allocated for a mixed development of retail, medical services and residential use. The Council's aim is to secure a comprehensive development over the whole site.



Map 25.1 Site Location: Land at Lower Street

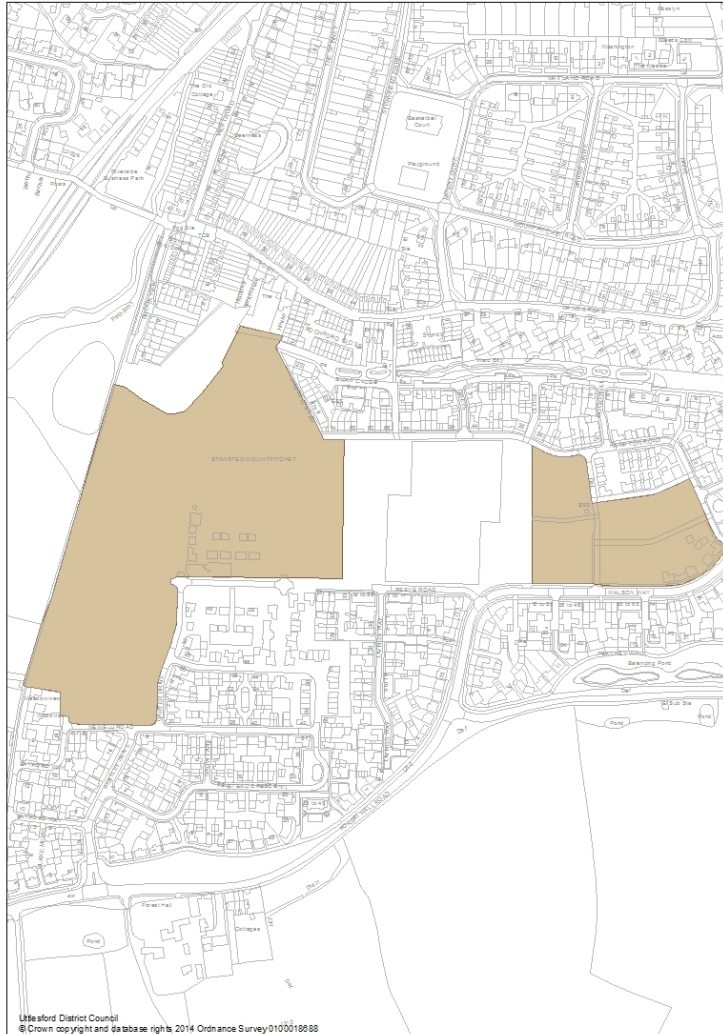
Stansted Mountfitchet Policy 1 - Land at Lower Street

Land at Lower Street is allocated for a development comprising retail floorspace, medical services and 14 residential units. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

25 Stansted Mountfitchet

Foresthall Park

25.1 The development of Foresthall Park was granted permission in 2004. Development started in 2007 and by April 2013, 566 dwellings and a primary school have been built.



Map 25.2 Site Location: Forest Hall Park

Stansted Mountfitchet Policy 2 - Foresthall Park

Foresthall Park is proposed for a comprehensive development of residential and associated uses. This plan allocates the 85 outstanding dwellings on land shown on the policies map.

Stansted Mountfitchet 25

Land north of Stansted Mountfitchet – Walpole Farm

25.2 This 10 hectare site to the north of Stansted Mountfitchet is allocated for a mixed development. The site forms a key approach to Stansted Mountfitchet and improvements to this approach are sought as part of the development.



Map 25.3 Site Location: Land north of Stansted Mountfitchet, Walpole Farm

Stansted Mountfitchet Policy 3 – Land north of Stansted Mountfitchet – Walpole Farm

The land north of Stansted Mountfitchet at Walpole Farm is allocated for 160 homes.

The following criteria must be met:

- **The development provides for a mixed and balanced community to include:**

25 Stansted Mountfitchet

- **At least 5% older persons and 1 and 2 bed bungalows across tenure**
- **It provides as part of the education contribution 0.45 hectares of land for pre/primary education purposes.**
- **It provides up to 600m² of commercial B1 floorspace.**
- **It provides for recreation open space within the development to include open space, community woodland, children's play areas (LAPS, LEAPS and NEAPS) and 7 allotments.**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

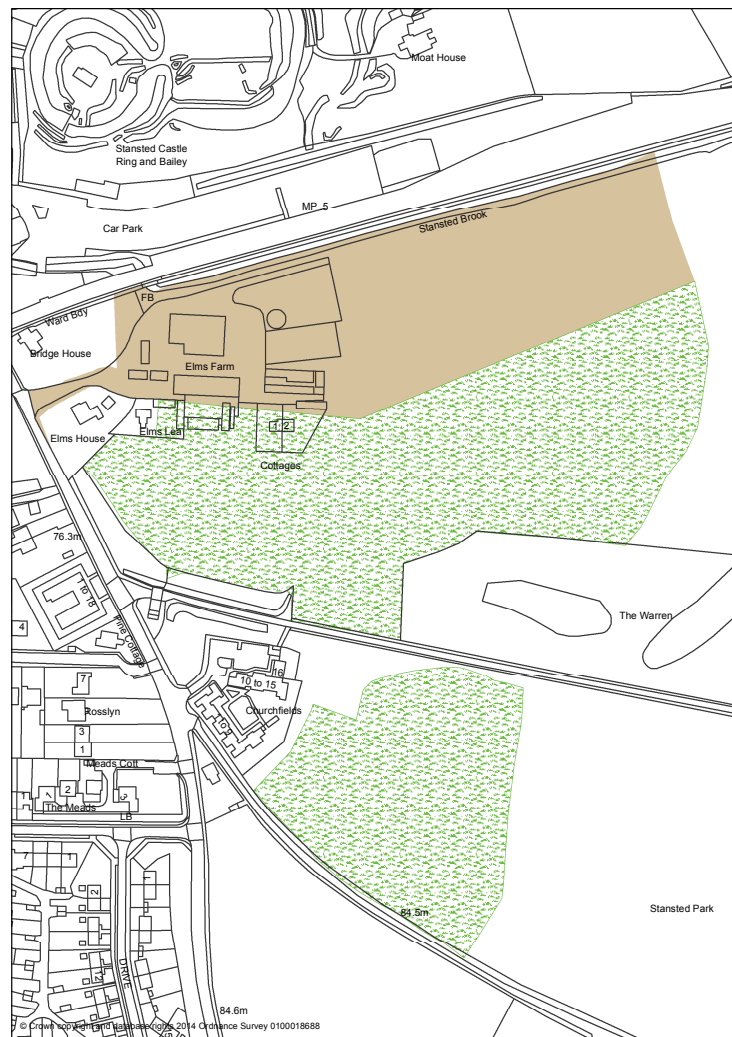
The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

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

Elms Farm

25.3 This site totals 7.54ha, of which 2.64ha is allocated for housing and the remainder as open space. The site is currently in use as a livery yard. There are two houses on the site which are proposed to be demolished and 3 houses which will be retained in the development scheme. The site allocation includes 3.4ha for public open space and 1.5ha hectares of allotments. The site is currently in the Metropolitan Green Belt and the development proposed is an enabling development to deliver community benefits in the form of increased public access to the adjoining Stansted Park, open space, community allotments and new public footpath routes, cycleways and bridleways.

Stansted Mountfitchet 25



Map 25.4 Site Location: Elms Farm

Stansted Mountfitchet Policy 4 - Elms Farm

Land at Elms Farm is allocated for 51 homes.

The following criteria must be met:

- The development provides for a mixed and balanced community to include.
 - At least 5% older persons and 1 and 2 bed bungalows across tenure.
- It provides for 3 hectares of open space on land to the south and east of the proposed dwellings.
- It provides for increased access to the adjoining Stansted Park with new public footpath routes, cycleways and bridleways.
- It provides community allotments.

25 Stansted Mountfitchet

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

The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Other Residential Sites

25.4 In addition to the above sites there are a number of smaller sites in Stansted Mountfitchet which will contribute to the housing supply within the district. As at April 2013 some were under construction and some have planning permission but development has not started. Some sites will since have been completed. There are no specific policies for each of these sites. The sites are identified on the policies map.

Stansted Mountfitchet Policy 5 - Other Residential Sites

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

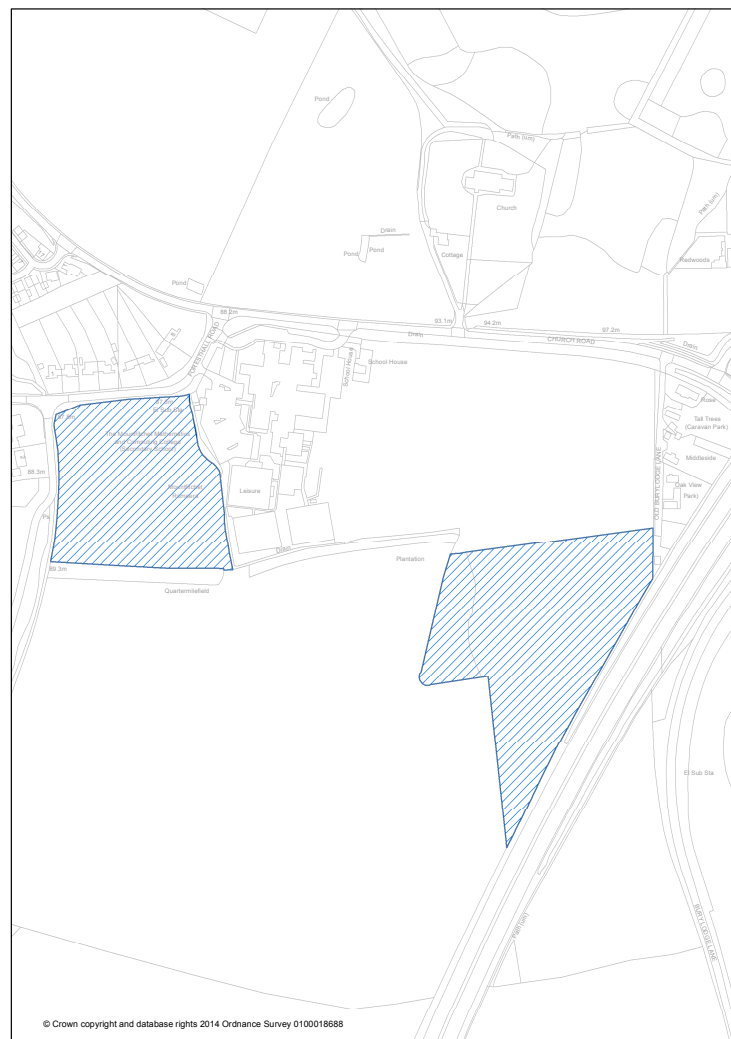
Site	Site Area (ha)	Capacity
68-70 Bentfield Road	0.41	9
30-56 Mead Court, Cannons Mead	0.7	2 ⁽¹⁾
Total		16
(1) Demolition of no's 30-56 Mead Court, Cannons Mead and the construction of 29 affordable dwellings.		

Table 14 - Other Residential Sites

Land adjacent to Forest Hall School

25.5 Two areas of land to the west (1.81ha) and south east (2.49ha) of the existing school site are safeguarded for future educational use.

Stansted Mountfitchet 25



Map 25.5 Site Location: Land adjacent Forest Hall School

Stansted Mountfitchet Policy 6 - Land adjacent to Forest Hall School

Land to the west and south east of the existing school is safeguarded for secondary education use.

Development Opportunity Site - East of Cambridge Road/Crafton Green

25.6 A Development Opportunity Site is identified in the Stansted Mountfitchet local centre. This is a 0.6 hectare site to the east of Cambridge Road and including the car park at Crafton Green. The site is identified as an area where additional retail floorspace and other town centre uses could be provided to support the function of the local centre and increase the range of facilities available. The Council's aim is to secure a comprehensive development over the whole site.

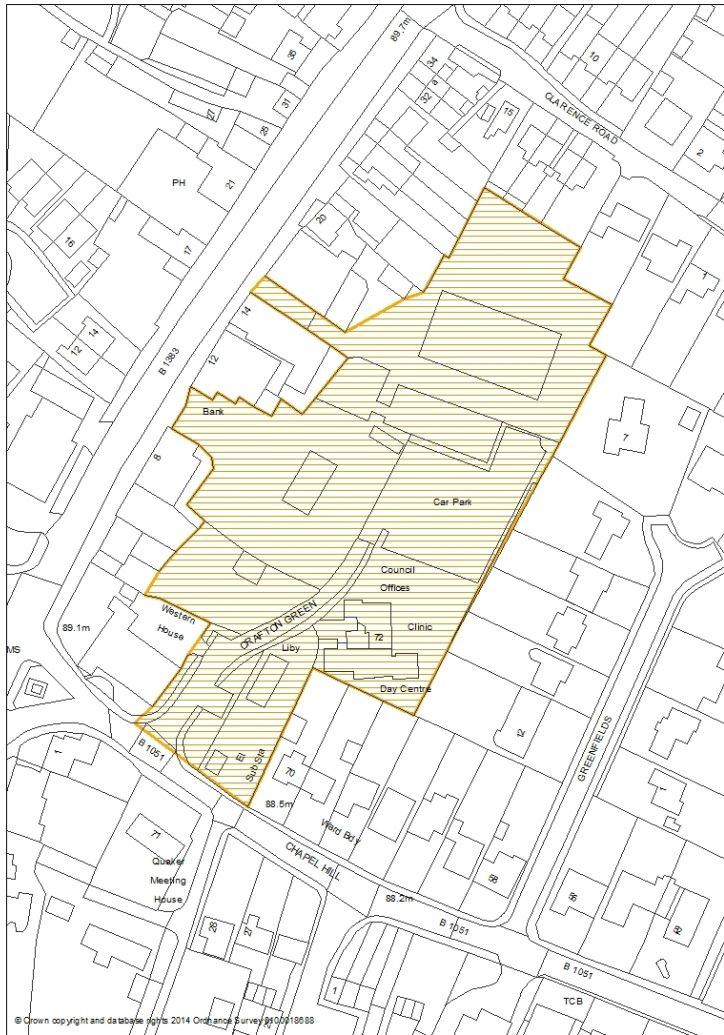
25 Stansted Mountfitchet

Stansted Mountfitchet Policy 7 - Development Opportunity Site

The Council will support development and redevelopment opportunities for town centre uses in the following local centre location.

- East of Cambridge Road/Crafton Green

Development should form part of a comprehensive development or not prevent the development of any other part of the site. Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

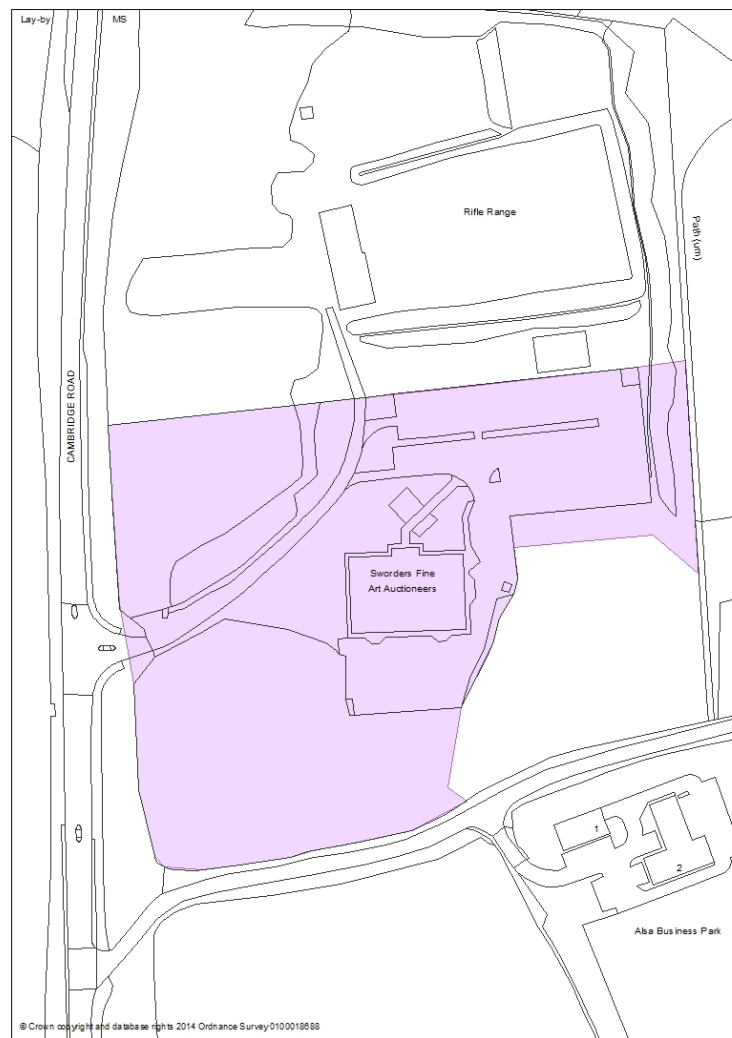


Map 25.6 Development Opportunity Site

Stansted Mountfitchet 25

Land at Alsa Street

25.7 This 3 hectare site to the rear of Alsa Street Stansted Mountfitchet is currently used by an auction house. The Council's aim is to support the current use by allocating land which could provide for an extension to the auction house use and/or accommodation for supporting/related businesses e.g. furniture restorers, picture framers.



Map 25.7 Site Location: Land at Alsa Street

Stansted Mountfitchet Policy 8 - Land at Alsa Street

The land at Alsa Street, Stansted Mountfitchet is allocated for an extension of and/or supporting and related businesses to the adjacent auction house.

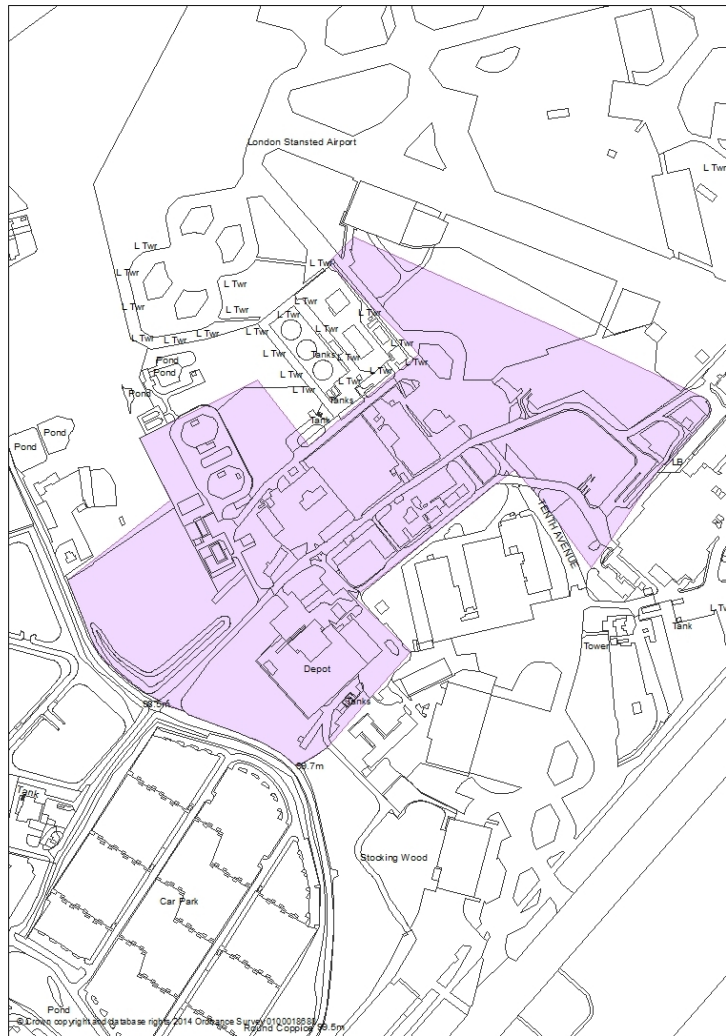
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

25 Stansted Mountfitchet

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Land North East of Bury Lodge Lane

25.8 This is an 18 hectare site to the north of Stansted Airport. The site is allocated for 37,000 sq. m. of non-strategic warehousing and 19,000 sq. m. of offices. The allocation is defined on the Stansted Airport Inset Map.



Map 25.8 Site Location: Land north east of Bury Lodge Lane

Stansted Mountfitchet 25

Stansted Mountfitchet Policy 9 - Land north east of Bury Lodge Lane

This site at Bury Lodge Lane is allocated for employment purposes for business, industry and non-strategic warehousing which need not be airport-related. This 18 hectare site will, however, be required to facilitate the development of 37,000 sq. m. of non-strategic warehousing and 19,000 sq. m. of offices.

The following criteria must be met:

- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**
- **The development should contribute to the Stansted Airport Surface Access Strategy or equivalent to make sure that the number of travel to work trips to the site made by private car are minimised.**

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

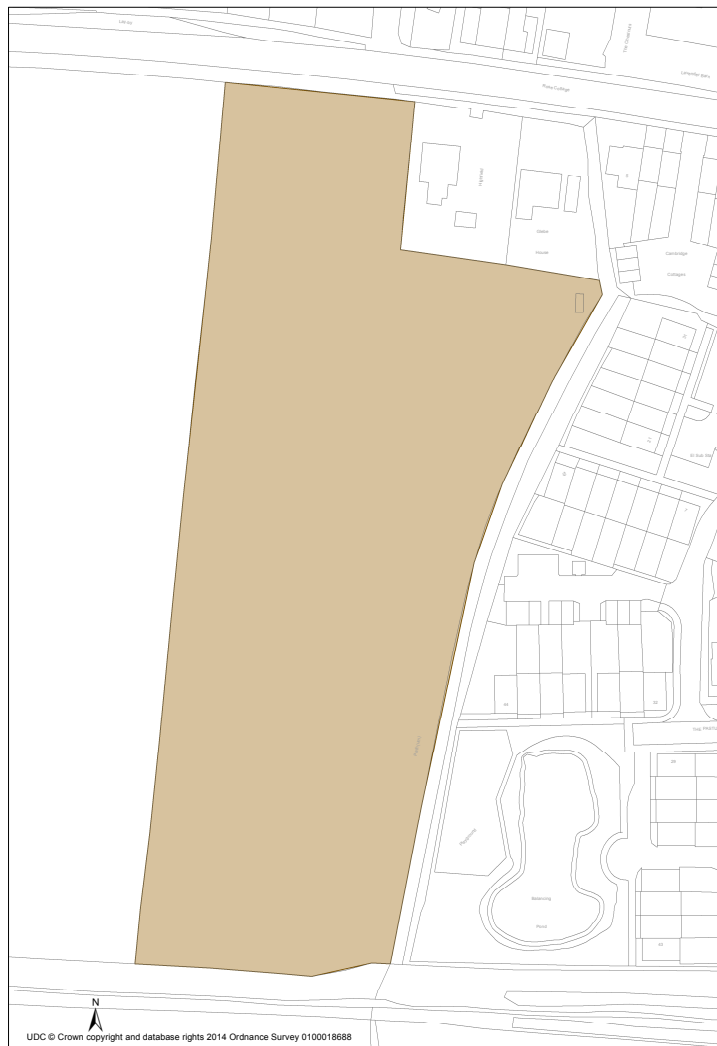
Development will need to be implemented in accordance with the Master Plan and design guidance approved by the Council and other Development Management policies. Implementation of the Master Plan proposals will be regulated by legal obligation in association with the grant of planning permissions

26 Takeley/Little Canfield

TAKELEY VILLAGE AND TAKELEY/LITTLE CANFIELD - SITE ALLOCATIONS

Land south of Dunmow Road and west of The Pastures/Orchard Fields

26.1 This is a 1.4 hectare site at Land south of Dunmow Road and west of The Pastures/Orchard Fields Takeley. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key approach to Takeley and improvements to this approach are sought as part of the development.



Map 26.1 Site Location: Land south of Dunmow Road and west of The Pastures/Orchard Fields

Takeley/Little Canfield Policy 1 - Land south of Dunmow Road and west of The Pastures/Orchard Fields

The land south of Dunmow Road and west of The Pastures/Orchard Fields is allocated for 41 residential dwellings.

Takeley/Little Canfield 26

The following criteria must be met:

- The development provides for a mixed and balanced community.
- It provides for recreation open space within the development through the provision of a childrens play space (LAP). The provision of a substantial strategic landscape buffer to the southern boundary with the Flitch Way
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment and Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

North View and 3 The Warren

26.2 This is a 2.0 hectare site at North View and 3 The Warren, Takeley. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key approach to Takeley and improvements to this approach are sought as part of the development.

26 Takeley/Little Canfield



Map 26.2 Site Location: North View and 3 The Warren

Takeley/Little Canfield Policy 2 - North View and 3 The Warren

The land at North View and 3 The Warren is allocated for 46 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
 - At least 5% older persons 1 and 2 bed bungalows across tenure.
- It provides a substantial strategic landscape buffer to the southern boundary with the Flitch Way.
- It provides a Bridleway link from Dunmow Road to the Flitch Way.

Takeley/Little Canfield 26

- It provides a Children's play space (LEAP).
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment and Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Land to the south of the B1256 between The Olivias and New Cambridge House

26.3 This is a 1.1 hectare site at land to the south of the B1256 between The Olivias and New Cambridge House. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key approach to Takeley and improvements to this approach are sought as part of the development.

26 Takeley/Little Canfield



Map 26.3 Site Location: Land to the south of the B1256 between Olivias and New Cambridge House

Takeley/Little Canfield Policy 3 - Land to the south of the B1256 between Olivias and New Cambridge House

The land to the south of the B1256 between The Olivias and New Cambridge House is allocated for 20 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **It provides a substantial strategic landscape buffer to the southern boundary with the Flitch Way.**
- **It provides a footpath link from Dunmow Road to the Flitch Way.**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required by legal obligation, to provide or contribute towards wider and longer term**

Takeley/Little Canfield 26

planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment and Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Priors Green

26.4 The Priors Green site lies to the east of Takeley and is partly within Little Canfield parish. The development of Priors Green was granted permission in 2005 and development started in 2006. By April 2013, 743 dwellings have been built in accordance with an approved master plan. The site includes pockets of existing housing where there is potential for infill development (island sites) in accordance with the approved master plan and Supplementary Planning Guidance. This plan allocates the outstanding development on land north of Jacks Lane shown by the policy area, and the "island sites" elsewhere within the development.

26 Takeley/Little Canfield



Map 26.4 Site Location: Priors Green

Takeley/Little Canfield Policy 4 - Priors Green

Land defined on the policies map is allocated as a comprehensive development of residential and associated uses for 142 dwellings as the outstanding part of the existing development at Priors Green.

The following criteria must be met:

- It provides for a mixed and balanced community.
- It provides for a local centre incorporating community facilities and suitable shopping, satisfactory open space and arrangements for sport and recreation.
- It provides for substantial landscaping within the development boundaries to complement the layout and arrangement of buildings and may be required, by legal obligation, to provide off site landscaping.

Takeley/Little Canfield 26

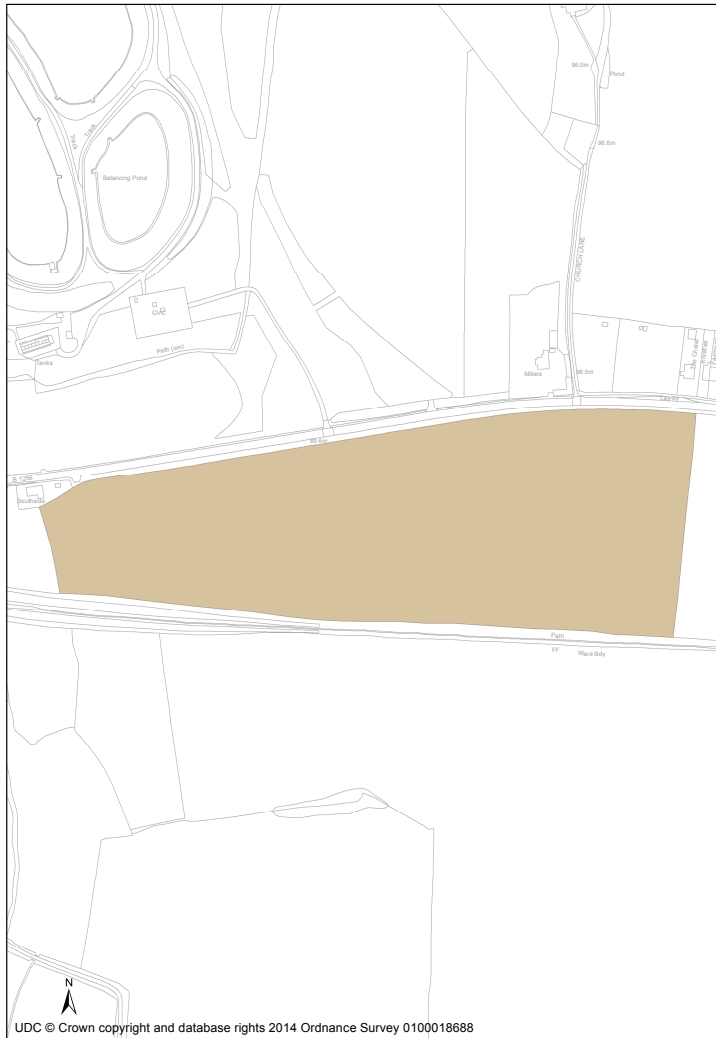
- It is designed to mitigate adverse effects upon existing residential and community interests and may be required by legal obligation to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact. Development will need to provide for appropriate sport and recreation facilities and long term traffic calming measures for Dunmow Road.
- It provides for the management of the nature conservation interests of woodland in Broadfield Road.

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

Land South of Dunmow Road, Brewers End

26.5 This 9.7 hectare site is allocated for residential use (3.4ha) and as public open space (6.3ha). The Council's aim is to secure a comprehensive development over the whole site.

26 Takeley/Little Canfield



Map 26.5 Site Location: Land south of Dunmow Road, Brewers End

Takeley/Little Canfield Policy 5 – Land South of Dunmow Road, Brewers End

Land at Brewers End is allocated for 100 dwellings.

The following criteria must be met

- **The development provides for a mixed and balanced community to include**
 - **At least 5% older persons and 1 and 2 bed bungalows across tenure.**
- **It provides for 6.3 hectares of public open space to the west of the site to include provision of children’s play spaces (LEAPS and NEAPS).**
- **It provides for 0.5 hectares of land for allotments**
- **It provides pedestrian and cycle access directly onto the Fitch Way**

Takeley/Little Canfield 26

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

The application should be accompanied by a Transport Assessment, Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Takeley Mobile Home Park

26.6 This 8 ha site, which was granted permission to enable the removal of mobile homes from the airport site before that development could proceed, makes a contribution to the supply of affordable housing within the District and its redevelopment for more conventional forms of housing will not be permitted. Any additional mobile homes must respect the existing layout, open space provision and quality of landscaping. Areas of open space to be protected are identified on the policies map.

26 Takeley/Little Canfield



Map 26.6 Site Location: Takeley Mobile Home Park

Takeley/Little Canfield Policy 6 - The Mobile Home Park

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

Other Residential Sites

26.7 In addition to the above sites there are a number of smaller sites in Takeley which will contribute to the housing supply within the district. As at April 2013 some were under construction and some have planning permission but development has not started. There are no specific policies for each of these sites. The sites are identified on the policies map.

Takeley/Little Canfield 26

Takeley/Little Canfield Policy 7 – Other Residential Sites

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

Sites	Site Area (ha)	Capacity
Land at Chadhurst	0.6	12
Stansted Motel and 2 Hamilton Road	0.46	13
Total		25

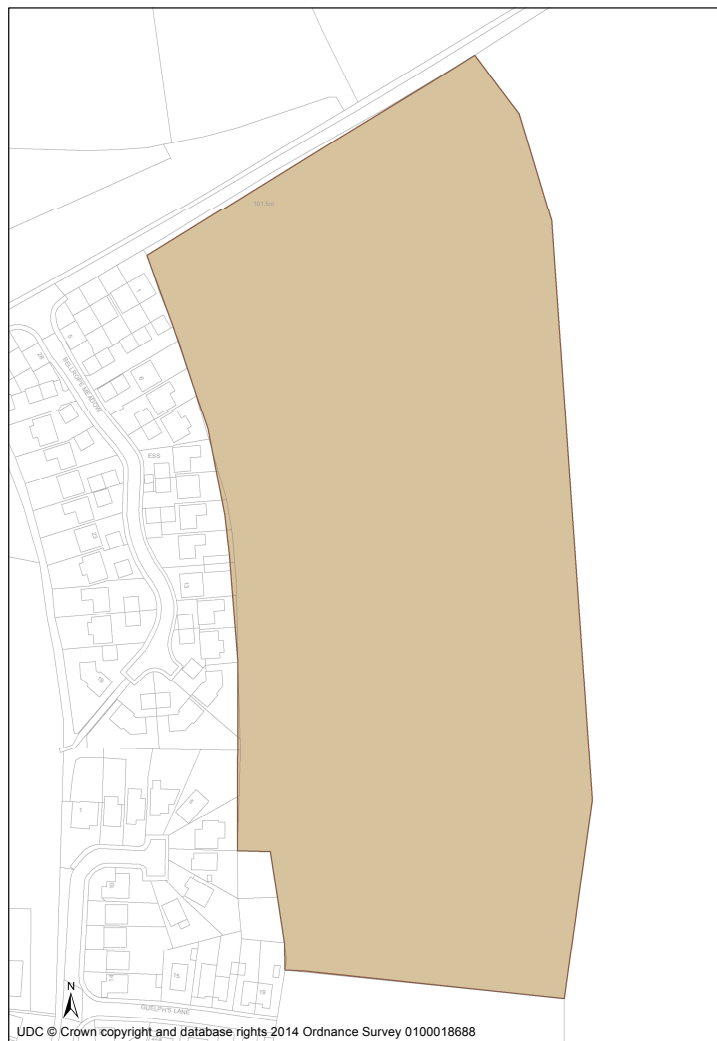
Table 15

27 Thaxted

THAXTED - SITE ALLOCATIONS

Sampford Road

27.1 This is a 5.0 hectare site at Sampford Road, Thaxted, allocated for residential development and open space along the eastern edge of the site. The Council's aim is to secure a comprehensive development over the whole site. Land to the south of the site is protected for future educational use as set out in Thaxted Policy 2.



Map 27.1 Site Location: Sampford Road

Thaxted Policy 1 - Sampford Road

The land south of Sampford Road is allocated for 60 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community to include:**

Thaxted 27

- **At least 5% older persons 1 and 2 bed bungalows across tenure.**
- **It provides for recreation open space within the development to include provision of informal recreation areas with linked pedestrian and cycle access to existing residential development to the south and vehicular and pedestrian access to the site to the south which is protected for future education use. The provision of children's play spaces (NEAPS). The provision of allotments and a substantial strategic landscape buffer to eastern edge of allocation.**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with alleviation of any such impact.**

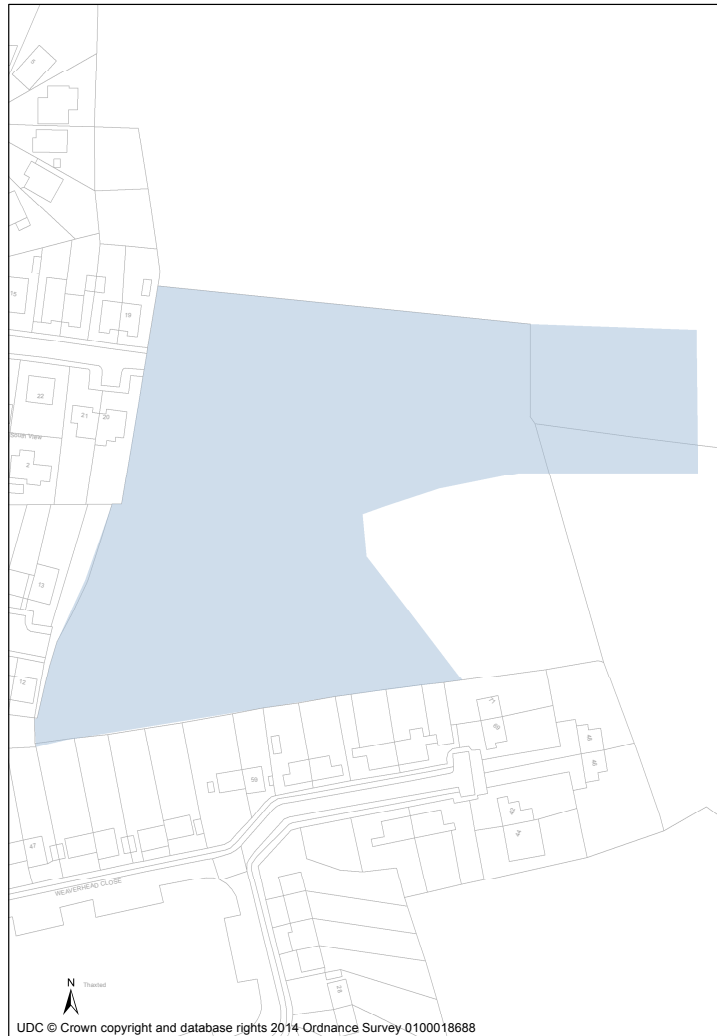
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Land to the North of Weaverhead Close

27.2 This 1.7ha site is safeguarded on a long term precautionary basis for future education or community use.

27 Thaxted



Map 27.2 Site Location: Land to the north of Weaverhead Close

Thaxted Policy 2 - Land to the North of Weaverhead Close

Land to the north of Weaverhead Close is safeguarded for potential future education use or other community uses.

The application should be accompanied by a Transport Assessment and any recommended improvements/remedial works will be controlled through the legal obligation.

Other Residential Sites

27.3 In addition to the above sites there are a number of smaller sites in Thaxted which will contribute to the housing supply within the district. As at April 2013 some are under construction, and some have planning permission but development has not started. There are no specific policies for each of these sites. The sites are identified on the policies map.

Thaxted 27**Thaxted Policy 3 - Other Residential Sites**

The following sites, shown on the proposals map, are allocated for residential development.

Site	Site Area	Capacity
Land off Wedow Road, Thaxted	1.93	55
Land east of Barnards Fields	0.3	8
Total		63

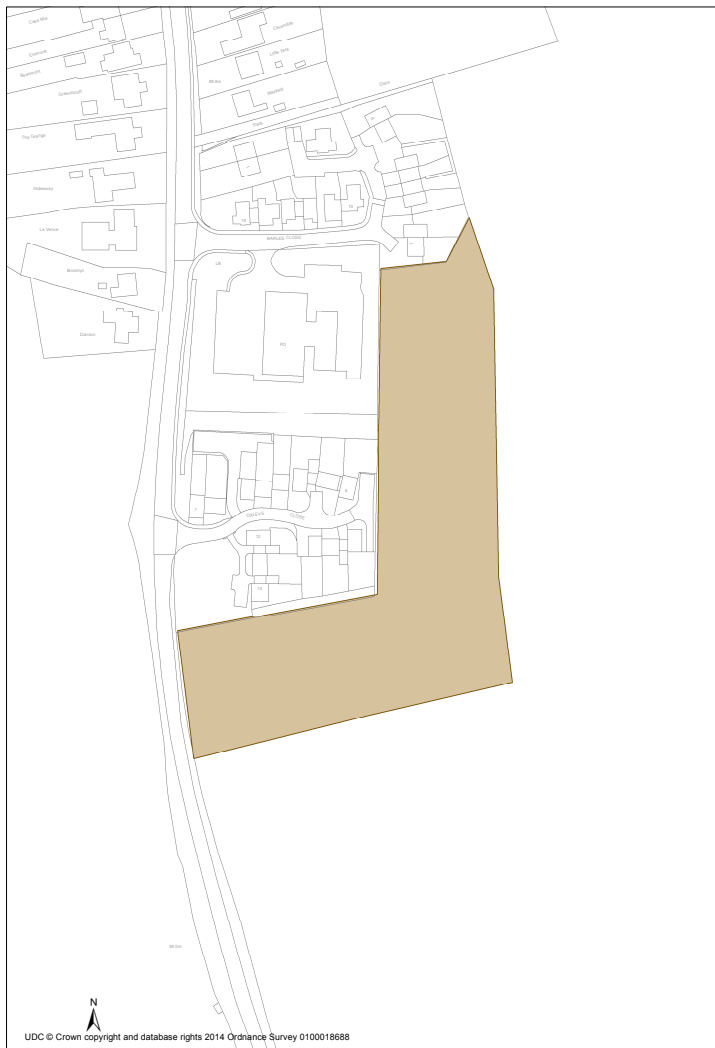
Table 16 - Other Residential Sites

28 Clavering

CLAVERING - SITE ALLOCATIONS

Land to south and east of Oxleys Close and east of the Village Shop

28.1 This is a 1.2 hectare site to south and east of Oxleys Close and east of the village shop. The Council's aim is to secure a comprehensive development over the whole site.



Map 28.1 Site Location: Land to the south and east of Oxleys Close and east of the Village Shop

Clavering Policy 1 - Land to the south and east of Oxleys Close and east of the village shop

The land to the south and east of Oxleys Close and east of the village shop is allocated for 27 residential dwellings.

Clavering 28

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **It provides for a children's play space (LEAP).**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

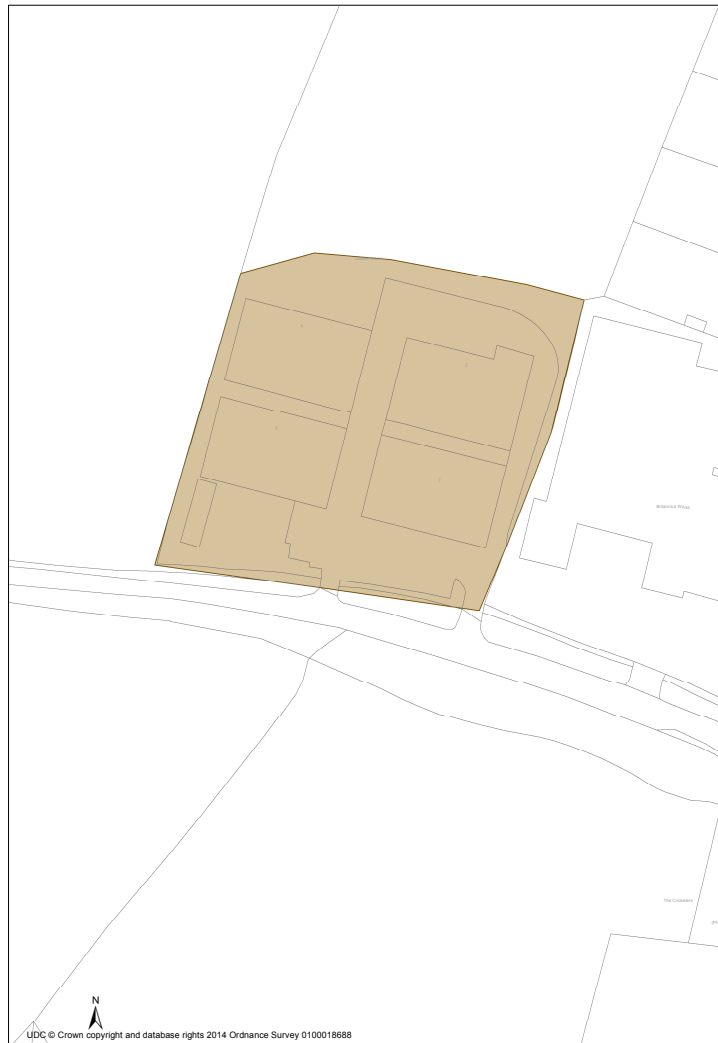
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Land at Jubilee Works, Stickling Green Road

28.2 This is a 0.62 hectare site. There are a number of redundant farm buildings on the site which for some years have been used for low key employment uses. The Council's aim is to secure a comprehensive development over the whole site.

28 Clavering



Map 28.2 Site Location: Land at Jubilee Works, Stickling Green Road

Clavering Policy 2 - Land at Jubilee Works, Stickling Green Road

Land at Jubilee Works is allocated for a development of 24 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **It provides for a children's play space (LEAP).**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any impact.**

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Clavering 28

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

29 Felsted

FELSTED - SITE ALLOCATIONS

Land at Hartford End Brewery

29.1 This is a 0.93 ha site, formerly a brewery. Planning permission was granted in February 2012 for redevelopment and conversion of the brewery complex to provide a mixed use development of homes and offices.



Map 29.1 Site Location: Land at Hartford End Brewery

Felsted Policy 1 - Land at Hartford End Brewery

The land at Hartford End Brewery is allocated for 43 residential dwellings and 650m² of office space.

The following criteria must be met:

Felsted 29

- The development provides for a mixed and balanced community.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

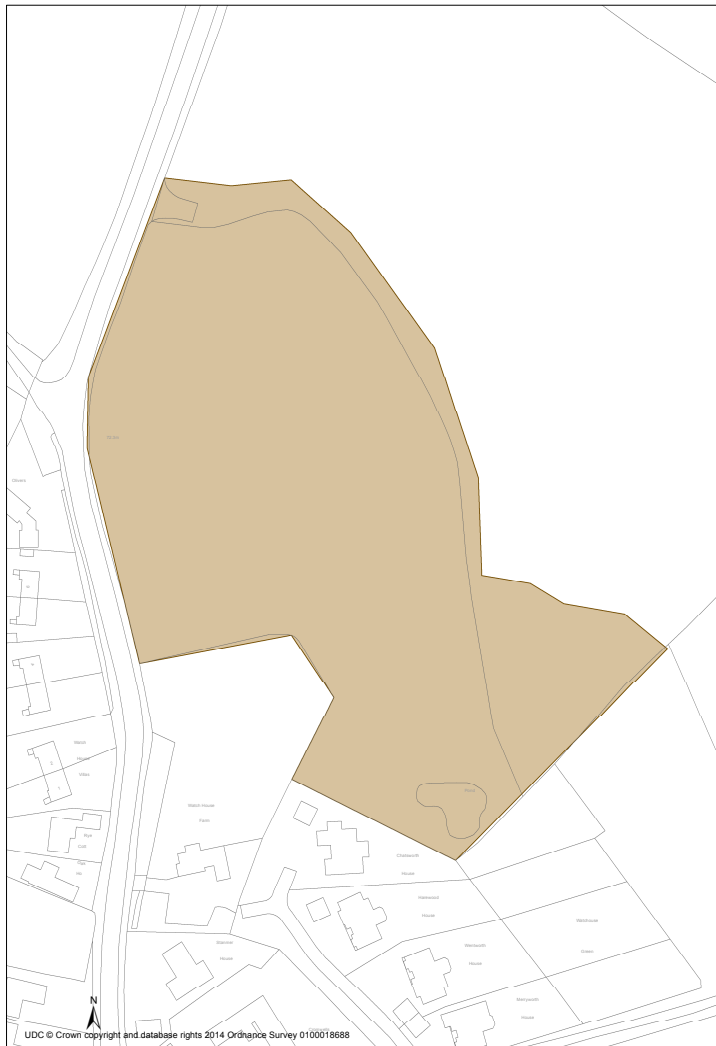
The application should be accompanied by a Transport Assessment, Flood Risk Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permission.

Land at Watch House Green, Felsted

29.2 This is a 2 ha site which is allocated for housing and open space. The Council's aim is to secure a comprehensive development over the whole site.

29 Felsted



Map 29.2 Site Location: Land at Watch House Green Felsted

Felsted Policy 2 – Land at Watch House Green, Felsted

Land at Watch House Green is allocated for 25 dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **It provides for a children’s play space (LEAP).**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Felsted 29

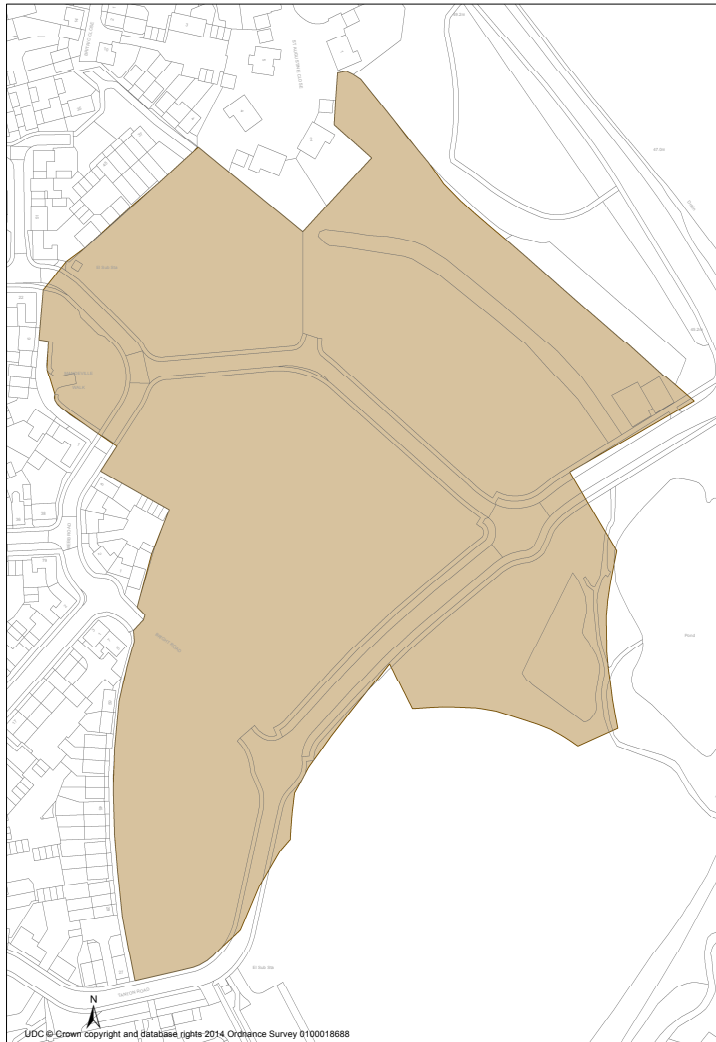
Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permission.

30 Flitch Green

FLITCH GREEN - SITE ALLOCATIONS

Flitch Green

30.1 Flitch Green is located 3.5 miles to the south east of Great Dunmow. Planning permission was first granted in 1997 for the redevelopment of the sugar beet works that formerly stood on this site. The development principles of the site have been established in Master Plans. Development of the site commenced in 2000 and by April 2013, 716 dwellings and a primary school have been built. This plan allocates the outstanding development of the village centre and Phase 6.



Map 30.1 Site Location: Flitch Green

Flitch Green Policy 1 - Land at Flitch Green

Fritch Green 30

Land defined on the proposals map is proposed for a comprehensive residential and associated development for 154 dwellings as part of the existing development under construction at Fritch Green.

The following criteria must be met:

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

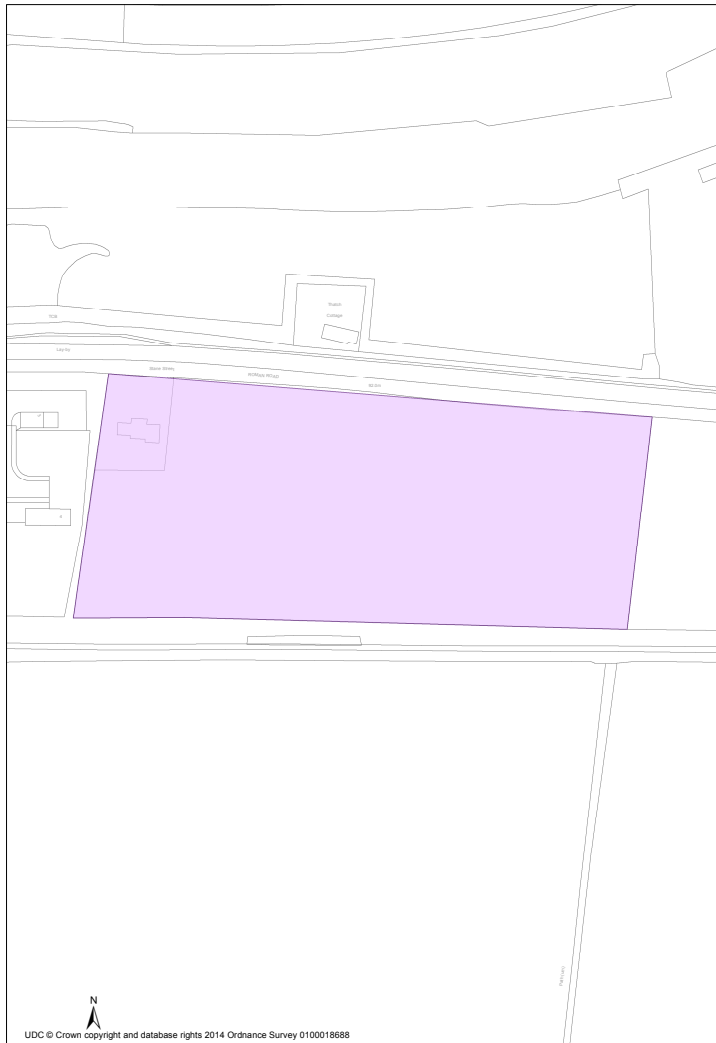
Development will need to be implemented in accordance with the Master Plans and design guidance approved by the Council. Implementation of the Master Plan proposals will be regulated by legal obligation in association with the grant of planning permissions.

31 Great Hallingbury

GREAT HALLINGBURY - SITE ALLOCATION

Start Hill, Land south of B1256

31.1 This 2.3 ha site is allocated for employment uses.



Map 31.1 Site Location: Start Hill, land south of the B1256

Start Hill, Great Hallingbury Policy 1 - Land south of B1256

The site of 2.2 hectares to the south of the B1256 is allocated for employment provision made up of business, industry and/or warehousing and/or similar 'sui generis' uses.

The following criteria must be met:

- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term

Great Hallingbury 31

planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

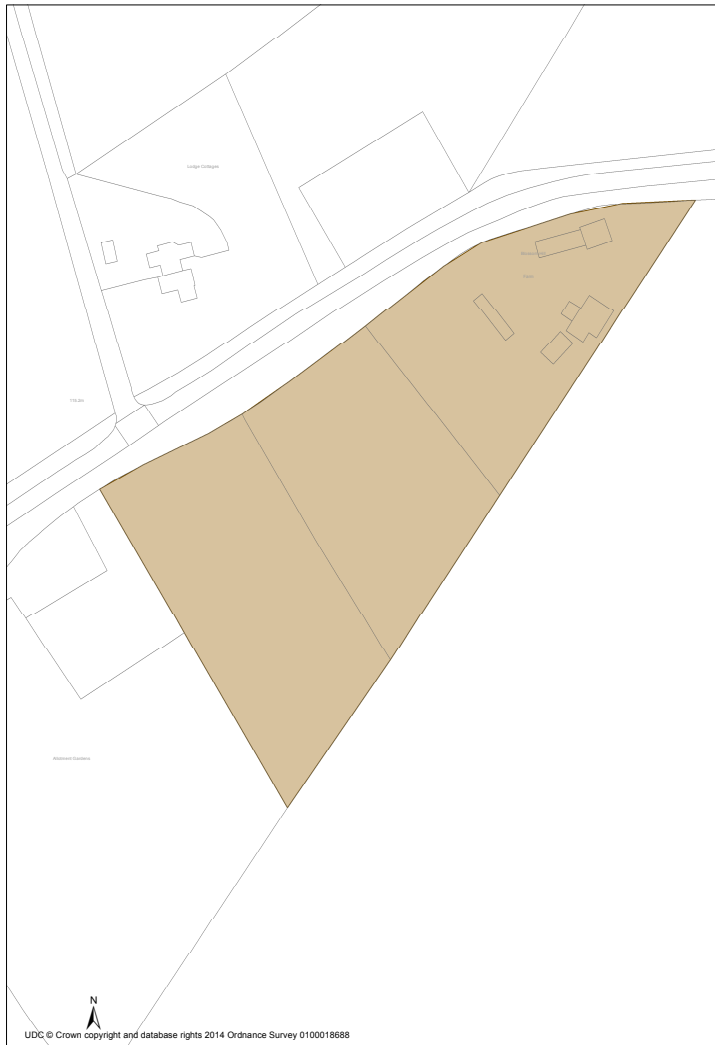
Development will need to be implemented in accordance with other Development Management policies and regulated by legal obligation in association with the grant of planning permission.

32 Henham

HENHAM - SITE ALLOCATIONS

Land at Blossom Hill Farm, South of Chickney Road

32.1 This is a 0.8 hectare site to the south of Chickney Road, Henham. The Council's aim is to secure a comprehensive development over the whole site.



Map 32.1 Site Location: Land at Blossom Hill Farm, south of Chickney Road.

Henham Policy 1 - Land at Blossom Hill Farm, South of Chickney Road

The land at Blossom Hill Farm, South of Chickney Road is allocated for 25 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**

Henham 32

- The development provides for children's play space (LEAP).
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

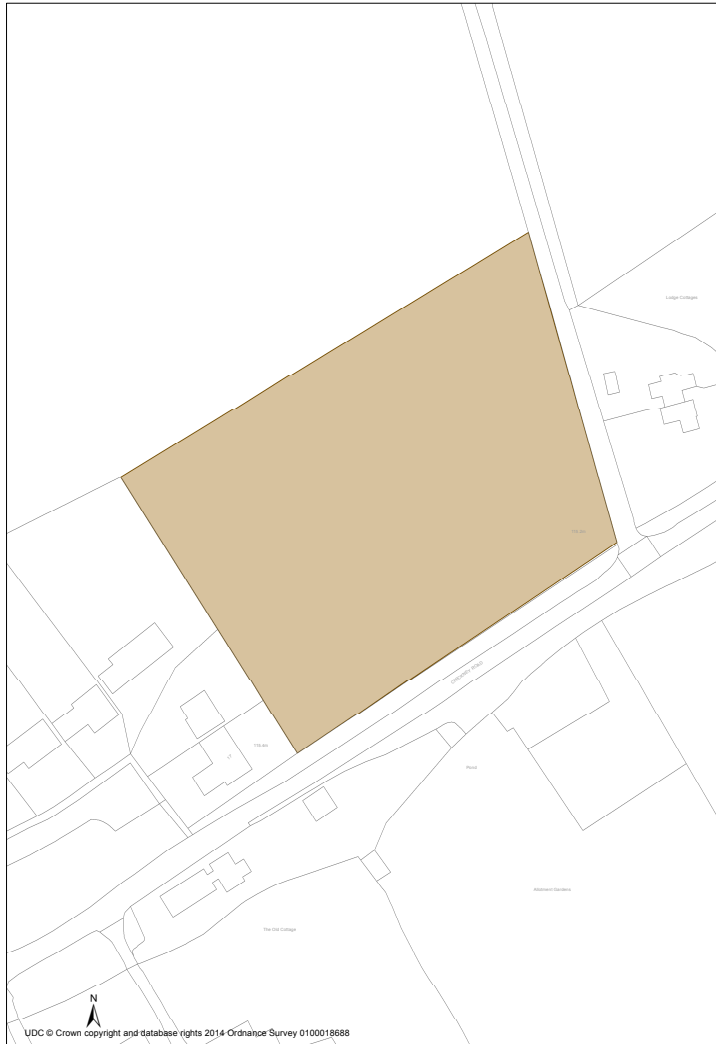
The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Land north of Chickney Road and West of Lodge Cottages

32.2 This is a 0.7 hectare site at land north of Chickney Road and west of Lodge Cottages, Henham. The Council's aim is to secure a comprehensive development over the whole site.

32 Henham



Map 32.2 Site Location: Land north of Chickney Road and west of Lodge Cottages

Henham Policy 2 - Land North of Chickney Road and West of Lodge Cottages

The land north of Chickney Road and west of Lodge Cottages is allocated for 16 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

Henham 32

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

33 High Roding

HIGH RODING - SITE ALLOCATIONS

Land at Meadow House Nursery

33.1 This 1 hectare site is allocated for housing. Outline planning permission was granted in January 2014 for the erection of 30 dwellings.

High Roding Policy 1 - Land at Meadow House Nursery

The following site identified on the policies map is proposed for residential development.

Site	Site Area (ha)	Capacity
Meadow House Nursery	1.08	30
Total		30

Table 17

Leaden Roding 34

LEADEN RODING - SITE ALLOCATION

Holloway Crescent

34.1 This 0.23 hectare site is allocated for housing. Planning permission was granted in November 2011 for the redevelopment of the site involving the loss of 17 dwellings and the wardens house and their replacement with 8 affordable homes. This development has since been completed.

Leaden Roding Policy 1 - Holloway Crescent

The following site identified on the policies map is proposed for residential development.

Site	Site Area (ha)	Capacity
Holloway Crescent	0.23	8
Total		8

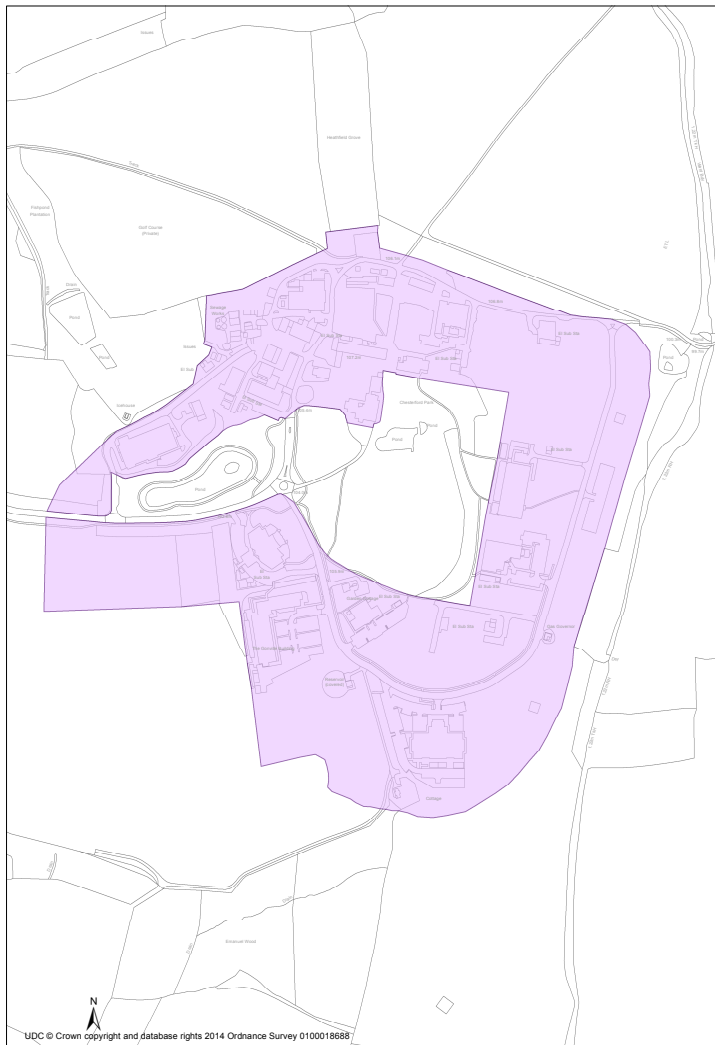
Table 18

35 Little Chesterford

LITTLE CHESTERFORD - SITE ALLOCATION

Chesterford Research Park

35.1 This 24 hectare site is an existing research and development complex in the countryside between Saffron Walden and Cambridge. It provides high quality research and development and office accommodation specifically designed for research and biotech companies. It is being developed in accordance with a masterplan approved by the District Council. On completion, this low density scheme will comprise 600,000 sq. ft. (56,500sq. m.) of research and development facilities in 101 hectares of parkland setting. At April 2011 some 225,000 sq. ft. was occupied providing around 550 jobs.



Map 35.1 Site Location: Chesterford Research Park

Little Chesterford Policy 1 - Chesterford Research Park

Little Chesterford 35

Research and development facilities and/or other similar high quality/office based uses will be permitted within the development zone at Chesterford Research Park, Little Chesterford provided that the proposals are in accordance with the approved Master Plan.

36 Little Dunmow

LITTLE DUNMOW - SITE ALLOCATIONS

Land at Station Road

36.1 This 1.16 hectare site is allocated for housing. Outline planning permission was granted in March 2014 for the erection of 40 dwellings.

Little Dunmow Policy 1 - Land at Station Road

The following site identified on the policies map is proposed for residential development

Site	Site Area (ha)	Capacity
Land at Station Road	1.16	40
Total		40

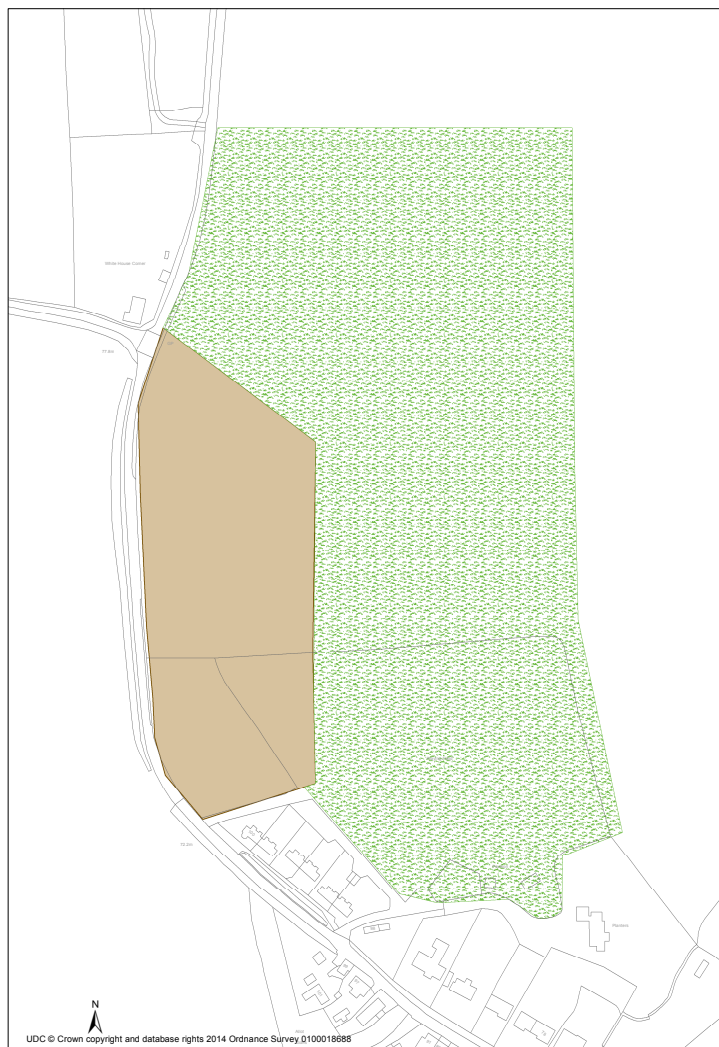
Table 19

Manuden 37

MANUDEN - SITE ALLOCATIONS

Land off The Street, Manuden

37.1 This 8.55 hectare site is identified for a mixed use development off The Street, Manuden. The Council's aim is to secure a comprehensive development over the whole site. Planning permission has been granted for an enabling residential development to provide affordable housing, a village hall, changing rooms, multi use games area, sports pitches, and car parking .



Map 37.1 Site Location: Land off The Street, Manuden

Manuden Policy 1 – Land off the Street

Land off the Street is allocated for 10 market dwellings and 4 affordable Rural Exception dwellings and community uses.

37 Manuden

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **It provides for sports pitches, changing rooms, a community hall and multi use games area together with car parking within the development.**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits, reasonably associated with the alleviation of any such impact.**

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Quendon and Rickling 38

QUENDON AND RICKLING - SITE ALLOCATIONS

Land rear of Foxley House

38.1 This 0.8 ha site is identified for 14 dwellings and the provision of public play space, and land for educational purposes for the adjoining primary school.



Map 38.1 Site Location: Land rear of Foxley House

Quendon and Rickling Green Policy 1 – Land rear of Foxley House

Land rear of Foxley House is allocated for 14 market dwellings, 5 affordable rural exception dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**

38 Quendon and Rickling

- It provides a public play area and land for educational purposes as an extension to the existing primary school grounds.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal obligation, to provide or contribute towards wider and longer term planning benefits, reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

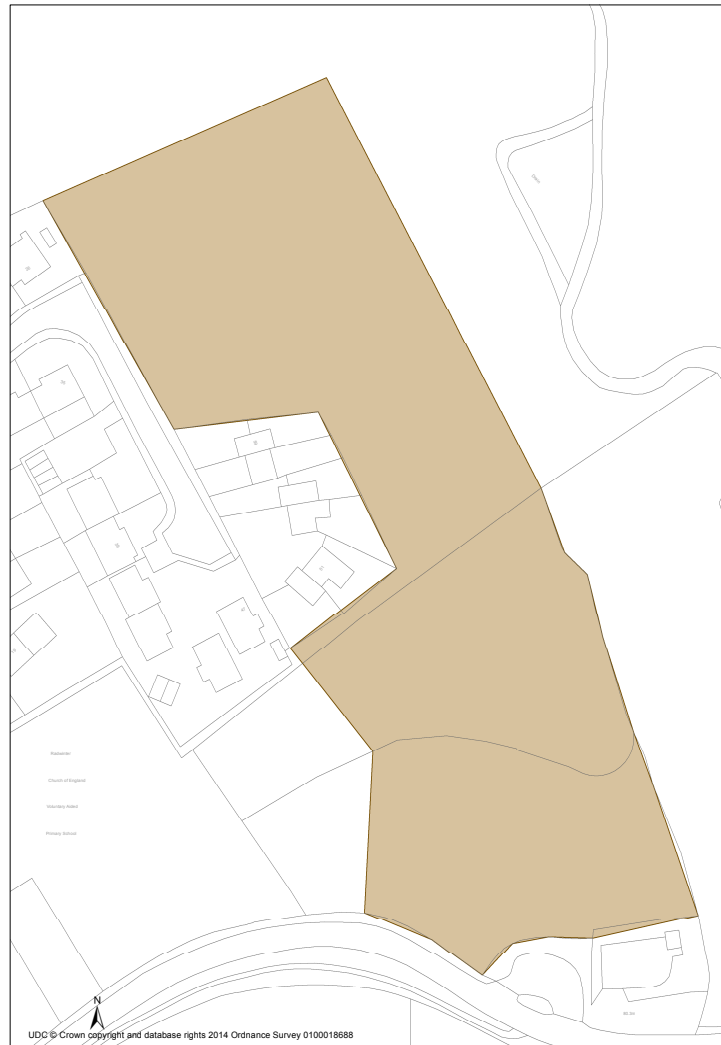
Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Radwinter 39

RADWINTER - SITE ALLOCATIONS

Land north of Walden Road

39.1 This is a 1.4 hectare site north of Walden Road, Radwinter. The Council's aim is to secure a comprehensive development over the whole site.



Map 39.1 Site Location: Land north of Walden Road

Radwinter Policy 1 - Land north of Walden Road

Land north of Walden Road is allocated for 35 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **It provides for recreation open space within the development and the provision of off-site recreation open space adjacent to existing recreation ground at Walden Road/Water Lane and contributions towards a new**

39 Radwinter

pavilion. The provision of substantial strategic landscape buffer to northern edge of allocation.

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

The application should be accompanied by a Transport Assessment, Flood risk assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

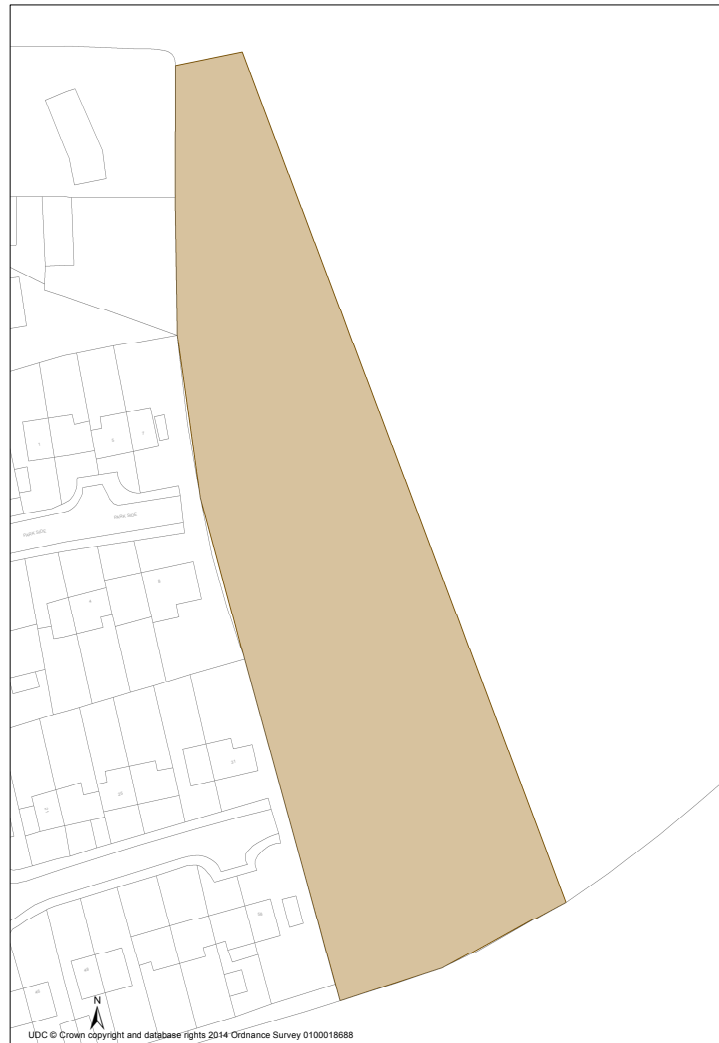
Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Stebbing 40

STEBBING - SITE ALLOCATIONS

Land to east of Parkside and Garden Fields

40.1 This is a 0.7 hectare site east of Parkside and Garden Fields Stebbing. The Council's aim is to secure a comprehensive development over the whole site.



Map 40.1 Site Location: Land to the east of Parkside and Garden Fields

Stebbing Policy 1 - Land to east of Parkside and Garden Fields

Land east of Parkside and Garden Fields is allocated for 10 residential dwellings.

The following criteria must be met:

- **The development provides for a mixed and balanced community.**
- **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required by legal**

40 Stebbing

obligation, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

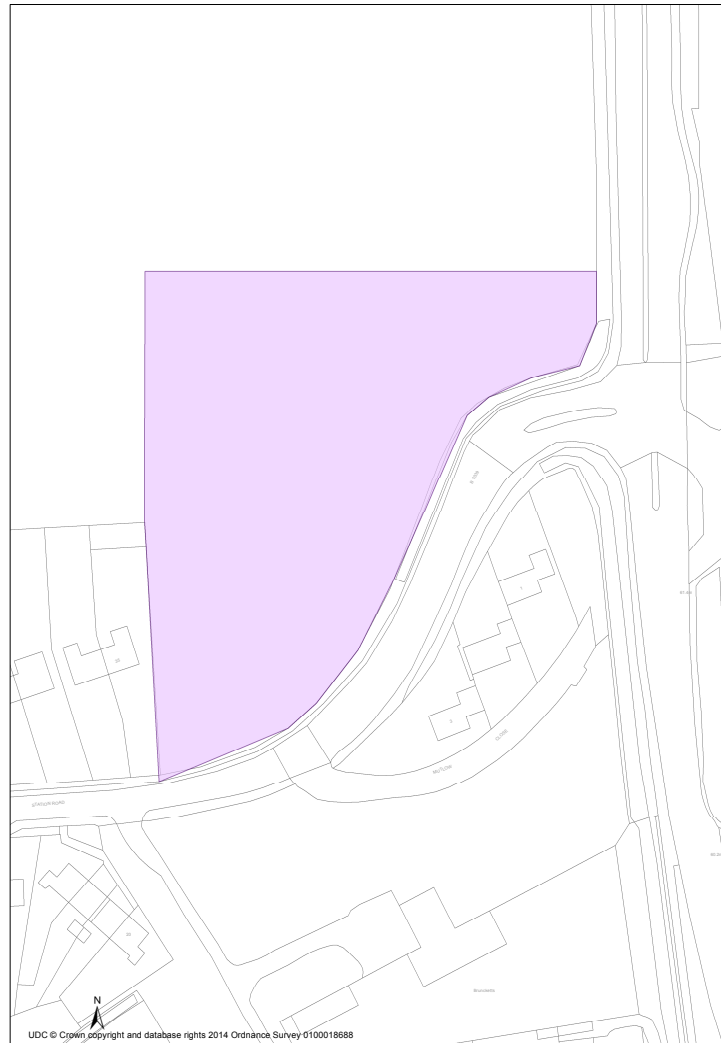
Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.

Wendens Ambo 41

WENDENS AMBO - SITE ALLOCATIONS

Land north of the B1039 and west of the B1383

41.1 This 0.8 hectare site is allocated for employment use.



Map 41.1 Site Location: Land north of the B1039 and west of the B1383

Wendens Ambo Policy 1 - North of B1039 and west of the B1383

The site of 0.8 hectares to the north of the B1039 and west of the B1383, at Wendens Ambo, is allocated for B1(a) business use.

The following criteria must be met:

- The development is of a high architectural standard of design responding to its rural location.
- It establishes attractive and safe pedestrian priority links between various entrances to the development and the railway station and the bus stops

41 Wendens Ambo

and between the railway station and the bus stops including the provision of a footpath and cycleway to the front of the site.

- It provides for landscaping to the north and east of the allocation.
- The access is designed to reduce impact on the protected verge.
- The development is designed to mitigate adverse effects upon existing residential and community interests.

The application should be accompanied by a Transport Assessment, Approved Drainage Strategy and other required documents and any recommended improvements/remedial works will be controlled through the legal obligation.

Development will need to be implemented in accordance with other Development Management policies and regulated by legal obligation in association with the grant of planning permissions.

Stansted Airport 42

Stansted Airport

42.1 The first phase of expansion at the airport was granted planning permission in 1985 and was completed in 1991 when the current terminal building opened. Construction of the second phase started in 2000. In May 2003 planning permission was granted for the further expansion of the airport to handle up to 25 million passengers per annum. This included an extension to the terminal and other associated developments. In October 2008 planning permission was granted for further expansion up to 35 million passengers per annum. Applications for a second runway were submitted in 2008 and withdrawn in 2010 by the airport operator. In February 2013, Manchester Airports Group acquired the airport from its previous owner BAA.

Design

42.2 The Council has promoted the concept of Stansted being an "airport in the countryside". This has been achieved by the amount of landscaping that can be seen wherever you stand within the airport whether it is the structural landscaping within the airport or the countryside beyond. Within the airport boundary individual buildings should be of a high quality design appropriate to their location and function.

Stansted Airport Policy 1 - Design of Development at Stansted Airport

To provide a high quality environment for all users, development at the airport must be of a high standard, appropriate to its location and function and respect the design, appearance and finishes of existing development at the airport. Development should respect the countryside setting and landscape. Planting will be an essential element to provide a context to new buildings, roads and the strategic landscape areas.

42.3 Land at the airport is protected for uses which are directly airport related. The site is divided into a number of separate policy area relating to the functions of that particular area. These areas are defined on the policies map as follows:

Terminal Support Area

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

Stansted Airport Policy 2 - Development in the Terminal Support Area

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

42 Stansted Airport

Cargo Handling and Maintenance Area

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

Policy Stansted Airport 3 - Cargo Handling/Aircraft Maintenance Area

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

Ancillary Areas

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

Stansted Airport Policy 4 - Development in the Southern Ancillary Area

The area of land identified on the policies map as the southern ancillary area will be principally reserved for activities directly related to, or associated with the Airport, such as car hire, parking, maintenance and valeting operations; flight catering units; offices for various support functions, freight forwarders and agents; support functions for aircraft maintenance which can be carried out remote from an aircraft being serviced; airline training centres; airline computer centres and equipment storage facilities for airlines. Development will take place in phases based on a broad design brief agreed with the Council

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

Stansted Airport Policy 5 - Development in the Northern Ancillary Area

Stansted Airport 42

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

Car Parking

42.8 The long term car park zone is approximately 63ha and has a total current capacity of approximately 18,800 vehicles. This is in addition to 2,700 short term spaces and 5,300 mid term spaces elsewhere within the airport. There is planning permission for for a further 12,000 (mostly long stay spaces) and these together with potential intensification of use at the existing car parks mean there is enough car parking capacity to serve a 35 mppa airport.

Stansted Airport Policy 6 - The Long Term Car Park

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

Landscaped Areas

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

Stansted Airport Policy 7 - Strategic Landscape Areas

Development will not be permitted within those areas identified as strategic landscape areas on the policies map.

Hotels

42.10 Four hotels providing a total of approximately 1,300 bedrooms are located within the airport boundary. One is adjacent to the long stay car park at Bury Lodge Lane, one is north east of the terminal and two are located at South Gate, west of the entrance to the airport at the mid stay car park. There is other land within the airport boundary (in particular at South Gate) which could accommodate further hotels should there be the demand for them.

42 Stansted Airport

Public Safety Zone

42.11 Aircraft can take off from and land on Stansted's single runway in either direction. At each runway threshold the Civil Aviation Authority maintains a Public Safety Zone. The policy in relation to the Zones is set out in the Department for Transport Circular 1/2010. Two risk contours are shown on the policies map based on forecasts about the numbers and types of aircraft movements forecasting ahead 15 years. The 1:100,000 contour reflects the zone where the theoretical risk of an individual residing permanently being killed by an aircraft is greater than 1:100,000. Within the 1:10,000 contour this theoretical risk is increased and only a few uses involving a very low density of people coming and going within it will be accepted.

42.12 Parts of the Stansted Distribution Centre at Start Hill lie within the Public Safety Zone to the south-west of the runway.

Stansted Airport Policy 8 - Public Safety Zones

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

Monitoring 43

Monitoring Framework

43.1 This chapter lists the objectives and relevant policies set out in the Local Plan, together with performance measures which will be monitored in order to assess whether the targets are being achieved. The table also identifies who will be responsible for collecting the performance information. The Council will set out the performance measure information that it collects in its Annual Monitoring Report.

Issue 1

Objective 1: District Character

To preserve, conserve and enhance the locally distinctive and historic character of the market towns and rural settlements and their settings within Uttlesford and to retain the separation between settlements. To maintain and protect the Metropolitan Green Belt by only allowing building in the most exceptional circumstances.

Relevant Policies

SP2 - Development within Development Limits

SP10 - Protecting the Historic Environment

DES1 - Design

Stansted Airport Policy 1 - Development at Stansted Airport

SP9 - Protection of the Countryside

C2 - Re-use of Rural Buildings

C3 - Change of Use of Agricultural Land to Domestic Garden

HE1 - Design of Development within Conservation Areas

HE2 - Development affecting Listed Buildings

HE3 - Scheduled Monuments and Sites of Archaeological Importance.

NE1 - Protecting and Enhancing the Natural Environment

NE2 - Traditional Open Spaces and Trees

43 Monitoring

Target	Performance Measure	Collected by
No inappropriate Development to be permitted in Metropolitan Green Belt.	Number of new dwellings permitted within Green Belt	UDC
Annual reduction in number of Buildings on Buildings at Risk Register.	Number of Buildings on English Heritage and ECC Buildings at Risk Register	ECC English Heritage

Table 20 - Target and Performance Measures for Objective 1

Issue 2

Objective 2: Protecting the Environment

To protect, conserve and enhance the natural environment and varied landscape character within Uttlesford, reflecting the ecological and landscape sensitivity and promoting local distinctiveness and an understanding of the natural and historic significance of landscape features and heritage assets.

Relevant Policies

SP8 - Environmental Protection

SP9 - Protection of the Countryside

SP11 - Protecting the Natural Environment

EN5 - Minimising Flood Risk

EN6 - Surface Water Flooding

C1 - Protection of Landscape Character

Target	Performance Measure	Collected by
No inappropriate development to be permitted beyond Development Limits	Number of new dwellings permitted beyond development limits that do not meet policy criteria.	UDC
No deterioration in condition of SSSIs	Condition of SSSIs	Natural England

Monitoring 43

Target	Performance Measure	Collected by
Annual increase in number of Local Wildlife Sites under Positive Conservation Management	Number of Local Wildlife Sites under Positive Conservation Management	Essex Wildlife Trust
No inappropriate development to be approved in areas at risk of flooding.	Number of planning permission granted contrary to Environment Agency advice	EA UDC

Table 21 - Target and Performance Measures for Objective 2

Issue 3

Objective 3: Function of the Market Towns

To preserve and enhance the historic nature of the town centres of Saffron Walden and Great Dunmow and support their function as important retail centres and service centres providing a wide range of services and facilities within the District. New high quality and sustainable development will support these roles within the District.

Relevant Policies

SP5 - Retail Strategy

RET1 - Town and Local Centres

RET2 - Loss of Village Shops and Other Facilities

RET3 - New Shops in Rural Areas

Target	Performance Measure	Collected by
3,7002 of convenience floorspace 2,973m2 of retail warehousing	Net additional retail floorspace completed.	UDC
No net loss of A1 uses on Primary Street Frontages	Number of A1 uses on Primary Street Frontages.	UDC
No permitted loss of village shop or other facility which does not meet policy criteria	Number of changes of use of village shops and other community assets permitted	ECC

Table 22 - Target and Performance Measures for Objective 3

43 Monitoring

Issue 4

Objective 4: Housing Need

To deliver housing for Uttlesford and to make sure that the housing being provided creates balanced communities by delivering sustainable, safe, attractive and healthy places to live while meeting local housing needs in terms of type and tenure including affordable housing and housing for people with specific accommodation needs.

Relevant Policies

SP6 - Meeting Housing Need

SP7 - Housing Strategy

HO1 - Housing Density

HO2 - Housing Mix

HO3 - Subdivision of Dwellings and Dwellings in Multiple Occupancy

HO4 - Residential Extensions

HO5 - Residential Development in Settlements without Development Limits.

HO6 - Replacement Dwellings in the Countryside

HO7 - Affordable Housing

HO8 - Affordable Housing on "Exception Sites"

HO9 - Agricultural/Rural Workers' Dwellings

HO10 - Removal of Agricultural/Rural Workers' Dwelling Occupancy Conditions

HO11 - Sites for Gypsies, Travellers and Travelling Showpeople

Target	Performance Measure	Collected by
Development which makes the best use of available land	Number of dwellings per hectare	UDC
Net increase of 10,460 dwellings between 2011 and 2031	Net additional dwellings completed per year	UDC
Completion of 100 affordable homes per year (Corporate Target)	Net additional affordable dwellings completed per year	UDC

Monitoring 43

Target	Performance Measure	Collected by
To deliver house types and sizes which meet local needs as identified in the SHMA update 2012. 34% 1 and 2 bed 41% 3 bed 25% 4+bed	Dwelling sizes (no. of bedrooms) of completed developments of 5+ dwellings between 2011 – 2026 measured annually	UDC
To provide: 7 unit learning disability scheme 12 unit adult social care scheme Extra care units providing a total of 185 beds Scheme for vulnerable adults between 2011 and 2031	Completion of housing for people with specific accommodation needs	UDC

Table 23 - Target and Performance Measures for Objective 4

Issue 5

Objective 5: Employment Growth

To promote a local economy which encourages growth of existing and new employers by providing suitable land and premises in sustainable locations to meet the anticipated needs and aspirations of businesses. To provide opportunities for employment growth related to the airport.

Relevant Policies

SP3 - Employment Strategy

SP4 - Land within the Airport

EMP1 - Existing Employment Areas

EMP2 - Non-Estate Employment Uses

43 Monitoring

Target	Performance Measure	Collected by
Development of 37 ha of land for employment uses.	Net additional employment floorspace completed	UDC
Provision of 37,000sqm warehousing and 19,000sqm offices on land north of Bury Lodge Lane, Stansted	Net additional employment floorspace completed	UDC
Provision of 5000 additional jobs at Stansted Airport 2011 - 2031	Net additional jobs provided as reported in the Airport Employment Survey	Airport Operator

Table 24 - Target and Performance Measures for Objective 5

Issue 6

Objective 6: Sustainable transport

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

Relevant Policies

SP12 - Accessible Development

Target	Performance Measure	Collected by
Minimum of 90%	Amount and % of new residential development within market towns and key villages	UDC

Table 25 - Target and Performance Measures for Objective 6

Issue 7

Objective 7: Infrastructure

Monitoring 43

To make sure that new or enhanced infrastructure is provided in a timely way to allow people to access social, educational, health, employment, recreational, greenspace and cultural facilities within and outside the district. To make sure new open space, play, sport and recreational facilities are provided to meet the community's needs.

Relevant Policies

SP14 - Infrastructure

SP15 - Delivery and Monitoring

TA1 - Vehicle Parking Standards

INF1 – Protection and Provision of Open Space, Sports Facilities and Playing Pitches

INF2 - Provision of community facilities beyond development limits

INF3 - Provision of outdoor sport and recreational facilities beyond development limits.

INF4 - Health Impact Assessments

Target	Performance Measure	Collected by
To maintain a 5-year supply of housing	Housing trajectory for 5 and 15 year period	UDC
Provision of a minimum of 9 ha of allotments between 2011 - 2031	Area of allotments provided and transferred to managing body	UDC
Provision of a minimum of 12 sports pitches between 2011 - 2031	Number of sports pitches provided and transferred to managing body	UDC
Provision of a minimum of 23 ha of natural greenspace between 2011 - 2031	Amount of greenspace provided and transferred to managing body	UDC

Table 26 - Target and Performance Measures for Objective 7

Issue 8

Objective 8: Stansted Airport

43 Monitoring

To accommodate development which equates to a passenger throughput of 35 million passengers a year and provides for the maximum number of connecting journeys by air passengers and workers to be made by public transport. Appropriate surface access infrastructure and service capacity will be provided without impacting on capacity to meet the demands of other network users.

Relevant Policies

SP13 - Access to Stansted Airport

TA2 - Car Parking Associated with Stansted

Target	Performance Measure	Collected by
Increased use of public transport by passengers and employees	Quarterly Moving Annual Total produced by CAA	CAA

Table 27 - Target and Performance Measures for Objective 8

Issue 9

Objective 9: Use of Resources

To reduce resource use, including water in the construction, operation and eventual disposal of development to the minimum practical and and minimise greenhouse gas emissions by encouraging the supply and use of appropriate renewable energy and low carbon technologies.

Relevant Policies

SP8 - Environmental Protection

EN4 - Waste and Recycling

EN8 - Protection of Water Resources

EN10 - Sustainable Energy and Energy Efficiency

Target	Performance Measure	Collected by
Annual increase in homes built to code level 3. All homes to be zero carbon by 2016 in accordance with Government zero carbon policy (Climate change Act 2008)	Code for Sustainable Homes and Energy Performance of Buildings: Cumulative and Quarterly Data for England, Wales and Northern Ireland	DCLG

Monitoring 43

Target	Performance Measure	Collected by
All new commercial development to have a minimum energy efficiency target which accords with BREEAM very good rating as the minimum standard.	Floorspace and percentage of commercial development built to at least BREEAM very good rating	DCLG

Table 28 - Target and Performance Measures for Objective 9

Issue 10

Objective 10: Air Noise, Ground Noise and Air Quality

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

Relevant Policies

SP8 - Environmental Protection

EN1 - Pollutants

EN2 - Air Quality

EN3 - Contaminated Land

EN5 - Noise Sensitive Development

EN9 - Minerals Safeguarding

Target	Performance Measure	Collected by
Reduction in levels of air pollution within AQMA	Local Air Quality Updating and Screening Assessment report and Air Quality Progress Reports	UDC
No inappropriate development within poor air quality zones	Number of dwellings built within poor air quality zones	UDC

Table 29 - Target and Performance Measures for Objective 10

Appendix 1 Uttlesford Local Plan 2005 - Superseded Policies

1.1 Policies contained in the Uttlesford Local Plan 2005 were saved as set out in a direction issued by the Secretary of State under paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004. The saved policies are listed in the table below. These policies will be replaced by the policies in the new Local Plan as indicated.

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
S1	Settlement Boundaries for the Main Urban Areas	SP2	Development within Development Limits
S2	Settlement boundaries for Oakwood Park, Little Dunmow and Priors Green, Takeley	SP2	Development within Development Limits
S3	Other Settlement Boundaries	SP2	Development within Development Limits
S4	Stansted Airport Boundary	SP4	Land within the Airport
S5	Chesterford Park Boundary	Little Chesterford Policy 1	Chesterford Research Park
S6	Metropolitan Green Belt	SP9	Protection of the Countryside
S7	The Countryside	SP9	Protection of the Countryside
S8	The Countryside Protection Zone	SP9	Protection of the Countryside
GEN1	Access	SP12	Accessible Development
GEN2	Design	DES1	Design
GEN3	Flood Protection	EN6	Minimising Flood Risk
		EN7	Surface Water Flooding
GEN4	Good Neighbourliness	EN1	Pollutants
GEN5	Light Pollution	EN1	Pollutants
GEN6	Infrastructure Provision to Support Development	SP14	Infrastructure
GEN7	Nature Conservation	SP11	Protecting the Natural Environment
		NE1	

Uttlesford Local Plan 2005 - Superseded Policies Appendix 1

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
			Protecting and Enhancing the Natural Environment
GEN8	Vehicle Parking Standards	TA1	Vehicle Parking Standards
E1	Distribution of Employment Land	SP3	Employment Strategy
		SP4	Land within the Airport
E2	Safeguarding Employment Land	SP3	Employment Strategy
		EMP1	Existing and Proposed Employment Areas
E3	Access to Workplaces	DES1	Design
E4	Farm Diversification: alternative use of Farmland	SP9	Protection of the Countryside
E5	Re-use of Rural Buildings	C2	Re-use of Rural Buildings
ENV1	Design of Development within Conservation Areas	HE1	Design of Development within Conservation Areas
ENV2	Development affecting Listed Buildings	HE2	Development affecting Listed Buildings
ENV3	Open Spaces and Trees	NE2	Traditional Open Spaces and Trees
ENV4	Ancient Monuments and Sites of Archaeological Importance	HE3	Scheduled Monuments and Sites of Archaeological Importance
ENV5	Protection of Agricultural Land	SP9	Protection of the Countryside
ENV6	Change of use of Agricultural Land to Domestic Garden	C3	Change of use of Agricultural Land to Domestic Garden
ENV7	The protection of the natural environment designated sites	SP11	Protecting the Natural Environment
		NE1	Protecting and Enhancing the Natural Environment

Appendix 1 Uttlesford Local Plan 2005 - Superseded Policies

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
ENV8	Other landscape elements of importance for nature conservation	C1	Protection of Landscape Character
ENV9	Historic Landscape	C1	Protection of Landscape Character
ENV10	Noise Sensitive development and disturbance from aircraft	EN1	Pollutants
		EN5	Noise Sensitive Development
ENV11	Noise Generators	EN1	Pollutants
ENV12	Groundwater Protection	EN8	Protection of Water Resources
ENV13	Exposure to Poor Air Quality	EN2	Air Quality
ENV14	Contaminated Land	EN3	Contaminated Land
ENV15	Renewable Energy	EN10	Sustainable Energy and Energy Efficiency
H1	Housing	SP6	Meeting Housing Need
		SP7	Housing Strategy
H2	Reserve Housing Provision	SP7	Housing Strategy
H3	Infilling with new houses	SP2	Development within Development Limits
H4	Backland Development	SP2	Development within Development Limits
H5	Subdivision of Dwellings	HO3	Subdivision of Dwellings and Dwellings in Multiple Occupancy
H6	Conversion of rural buildings to residential use	C2	Re-use of Rural Buildings
H7	Replacement Dwellings	HO6	Replacement Dwellings in the Countryside
H8	Home Extensions	HO4	Residential Extensions

Uttlesford Local Plan 2005 - Superseded Policies Appendix 1

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
H9	Affordable Housing	HO7	Affordable Housing
H10	Housing Mix	HO2	Housing Mix
H11	Affordable Housing on Exception Sites	HO8	Affordable Housing on Exception Sites
H12	Agricultural Worker's Dwellings	HO9	Agricultural/Rural Workers' dwellings
H13	Removal of Agricultural Occupancy Conditions	HO10	Removal of Agricultural/Rural Workers' Dwelling Occupancy Conditions
LC1	Loss of Sports Fields and Recreational Facilities	INF1	Protection and Provision of Open Space, Sports Facilities and Playing Pitches
LC2	Access to Leisure and Cultural Facilities	DES1	Design
LC3	Community Facilities	INF2	Provision of Community Facilities beyond Development Limits
LC4	Provision of outdoor sport and recreational facilities beyond settlement boundaries	INF3	Provision of Outdoor Sport and Recreational Facilities beyond Development Limits
LC5	Hotels and Bed and Breakfast Accommodation	SP2	Development within Development Limits
LC6	Land west of Little Walden Road, Saffron Walden	Saffron Walden Policy 4	Land West of Little Walden Road
RS1	Access to Retailing and Services	DES1	Design
RS2	Town and Local Centres	SP5	Retail Strategy
		RET1	Town and Local Centres and Shopping Frontages
RS3	Retention of Retail and Other Services in Rural Areas	RET2	Loss of Shops and Other Facilities

Appendix 1 Uttlesford Local Plan 2005 - Superseded Policies

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
T3	Car Parking Associated with Development at Stansted Airport	TA2	Car Parking Associated with Stansted Airport
Chesterford Park Local Policy 1	Identifies Land for R&D employment development at Chesterford Park	Little Chesterford Policy 1	Chesterford Research Park
Elsenham Local Policy 1	Identifies Key Employment Areas in Elsenham	SP3 EMP1	Employment Strategy Existing and Proposed Employment Areas
Great Chesterford Local Policy 1	Safeguarding of Existing Employment Area	SP3 EMP1	Employment Strategy Existing and Proposed Employment Areas
Great Chesterford Local Policy 2	London Road Employment Site	Great Chesterford Policy 1	New World Timber and Great Chesterford Nursery, London Road
GD1	Development within Great Dunmow Town Centre	RET1	Town and Local Centres and Shopping Frontages
GD4	Residential Development within Great Dunmow's Built Up Area	Great Dunmow Policy 10	Other Residential Sites
GD5	Woodlands Park	Great Dunmow Policy 6	Woodlands Park
GD6	Great Dunmow Business Park	Great Dunmow Policy 5	Land west of Chelmsford Road
GD7	Safeguarding of Existing Employment Areas	SP3 EMP1	Employment Strategy Existing and Proposed Employment Areas

Uttlesford Local Plan 2005 - Superseded Policies Appendix 1

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
GD8	Civic Amenity Site and Depot	Great Dunmow Policy 11	Land north west of the junction of the A120 with Chelmsford Road
Oakwood Park Local Policy 1	Identifies a site for 810 new homes	Flich Green Policy 1	Land at Flich Green
SW1	Saffron Walden Town Centre	RET1	Town and Local Centres and Shopping Frontages
SW2	Residential Development Within Saffron Walden's Built Up Area	Saffron Walden Policy 7	Other Residential Sites
SW3	Land south of Ashdon Road, Saffron Walden - identifies a site for up to 150 new homes including a reserve element.	Saffron Walden Policy 5 Saffron Walden Policy 7	Land south of Ashdon Road Other Residential Sites
SW4	Land adjoining the Saffron Business Centre, Saffron Walden	Saffron Walden Policy 5 Saffron Walden Policy 7	Land south of Ashdon Road Other Residential Sites
SW5	Thaxted Road Employment Site, Saffron Walden	Saffron Walden Policy 2	Land to the North of Thaxted Road
SW6	Safeguarding of existing employment areas, Saffron Walden	SP3 EMP1	Employment Strategy Existing and Proposed Employment Areas
SW7	Land west of Little Walden Road, Saffron Walden - identifies site for playing fields,	Saffron Walden Policy 4	Land west of Little Walden Road.

Appendix 1 Uttlesford Local Plan 2005 - Superseded Policies

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
	community centre and affordable homes		
AIR1	Development in the Terminal Support Area	Stansted Airport Policy 2	Development in the Terminal Support Area
AIR2	Cargo Handling/Aircraft Maintenance Area	Stansted Airport Policy 3	Cargo Handling/Aircraft Maintenance Area
AIR3	Development in the Southern Ancillary Area	Stansted Airport Policy 4	Development in the Southern Ancillary Area
AIR4	Development in the Northern Ancillary Area	Stansted Airport Policy 5	Development in the Northern Ancillary Area
AIR5	The long term car park	Stansted Airport Policy 6	The Long Term Car Park
AIR6	Strategic Landscape Areas	Stansted Airport Policy 7	Strategic Landscape Areas
AIR7	Public Safety Zones	Stansted Airport Policy 8	Public Safety Zones
SM1	Local Centres, Stansted Mountfitchet	RET1	Town and Local Centres and Shopping Frontages
SM2	Residential Development within Stansted Mountfitchet's Built Up Area	Stansted Mountfitchet Policy 5	Other Residential Sites
SM3	Site on the corner of Lower Street and Church Road, Stansted Mountfitchet	Stansted Mountfitchet Policy 1	Land at Lower Street
SM4/BIR1	Rochford Nurseries - identifies land for 720 new homes	Stansted Mountfitchet Policy 2	Foresthall Park

Uttlesford Local Plan 2005 - Superseded Policies Appendix 1

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan	
SM5	Parsonage Farm - Redevelopment of Existing Buildings for Class B1 Purposes	SP3 EMP1	Employment Strategy Existing and Proposed Employment Areas
Start Hill Local Policy 1	Identifies land for Employment Site at Start Hill	Start Hill, Great Hallingbury Policy 1	Land south of the B1256
Takeley Takeley Canfield Local Policy 3	Priors Green identifies a site for 815 new homes	Takeley Takeley Canfield Policy 4	Priors Green
Takeley Local Policy 4	The Mobile Home Park	Takeley Takeley Canfield Policy 6	The Mobile Home Park
Takeley Local Policy 5	Safeguarding of Existing Employment Area in Parsonage Road	SP3 EMP1	Employment Strategy Existing and Proposed Employment Areas
Thaxted Local Policy 1	Local Centre - Thaxted	RET1	Town and Local Centres and Shopping Frontages
Thaxted Local Policy 3	Safeguarding of Employment Areas	SP3 EMP1	Employment Strategy Existing and Proposed Employment Areas
The following saved policies will not be replaced in the new Local Plan and will no longer be saved.			
T1	Transport Improvements		
T2	Roadside Services and the new A120		
T4	Telecommunications Equipment		
GD2	Land to the rear of 37-75 High Street, Great Dunmow		
GD3	Car Park Extension White Street, Great Dunmow		

Appendix 1 **Uttlesford Local Plan 2005 - Superseded Policies**

Uttlesford Local Plan 2005 Saved Policy to be Superseded		Replacement Policy in the New Local Plan
Thaxted Local Policy 2	Land Adjacent to Sampford Road, Thaxted - Proposed for Home Working Units	

Table 30 Uttlesford Local Plan 2005 - Policies to be Superseded by the New Local Plan

Infrastructure Delivery Appendix 2

Introduction

2.1 The table below sets out the infrastructure needed to deliver the sites included in the strategy. More information on infrastructure is set out in the Infrastructure Delivery Plan available on the Council's Website. This table represents an assessment of the infrastructure likely to be required based on currently available evidence. Additional requirements may arise from more detailed site specific assessments carried out as part of the application process.

Key to Phasing

Phase 1 - Year 1 - 5

Phase 2 - Year 6-10

Phase 3 - Year 11-15

Infrastructure Requirements

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Saffron Walden Policy 1 - Land between Radwinter Road and Thaxted Road	Link Road between Thaxted Road and Radwinter Road	Developer Contributions	Essex County Council	Critical	Phase 3
	Off site highways works and public transport improvements required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 2/3
	Provision of cyclepath/ footway from Saffron Walden to Audley End Station	Developer Contributions	Essex County Council	Required	Phase 2
	Strategic Sewer linking development	Anglia Water Services through	Anglia Water Services	Critical	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	site with waste water treatment works	sewerage charges			
	Increase capacity of waste water treatment works	Anglia Water Services through sewerage charges	Anglia Water Services	Critical	Phase 1
	Pre/primary school	Developer Contributions	Essex County Council	Critical	Phase 2
	Secondary School Facilities	Developer Contributions	Essex County Council	Critical	Phase 2
	Local Centre to provide community centre and other provision	Developer Contributions	Transferred to Parish Council or Management Company	Required	Phase 2
	Open Space <ul style="list-style-type: none"> • Allotments • Informal Recreation Areas • Children's Play Spaces • Skateboard Park Extension • Playing Pitches and Associated Facilities including pavilion and car parking 	Developer Contributions	Transferred to Town Council or Management Company or sporting body	Required	Phase 2

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Saffron Walden Policy 3 - Former Willis and Gambier Site, Radwinter Road Resolution to approve outline application February 2013	Improvement to junction of Thaxted Road and Radwinter Road	Developer Contributions	Essex County Council	Critical	Phase 1
	Improvements to cycle infrastructure	Developer Contributions	Essex County Council	Required	Phase 1
Saffron Walden Policy 6 - Ashdon Road Commercial Centre	Offsite highway works and Public transport improvements	Developer Contributions	Essex County Council	Critical	Phase 1
	as required by Open Space Transport Assessment • Informal recreation areas • Children's play space	Developer Contributions	Transferred to Town Council or Management Company	Required	Phase 1
Great Dunmow Policy 1 - Land north of Stortford Road and West of Woodside Way Resolution to approve outline application February 2014	Off site highways works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council	Required	Phase 1
	Strategic Sewer linking development site with waste water treatment works	Anglia Water Services through sewerage charges and Developer Contributions	Anglia Water Services	Critical	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	Increased capacity of waste water treatment works	Anglia Water Services through sewerage charges	Anglia Water Services	Critical	Phase 1
	Pre/Primary School	Developer Contributions	Essex County Council	Critical	Phase 2
	Local Centre to provide community centre/sports hall and other provision.	Developer Contributions	Transferred to Town Council or Management Company	Critical	Phase 2
	Open Space <ul style="list-style-type: none"> • Allotments • Informal Recreation Areas • Children's Play Spaces • Playing Pitches and Associated Facilities • Landscape buffer to north and west edges of the site 	Developer Contributions	Transferred to Town Council or Management Company or sporting body	Required	Phase 2
Great Dunmow Policy 2 - Land west of Great Dunmow and	Off site highways works and public transport improvements	Developer Contributions	Essex County Council	Critical	Phase 3

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
south of Stortford Road	as required by Transport Assessment				
	Upgrading of sewerage network and increasing capacity of treatment works as necessary	Anglia Water Services through sewerage charges and Developer Contributions	Anglia Water Services	Critical	Phase 3
	Secondary School on land adjacent to Buttleys Lane	Developer Contributions	Essex County Council	Critical	Phase 3
	Health Centre	Developer Contributions	NHS England	Critical	Phase 3
	Open space and Children's Play Space	Developer Contributions	Transferred to Town Council or Management Company	Required	Phase 3
Great Dunmow Policy 4 – Land at Helena Romanes School	Off site highway works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 3
	Secondary School on land adjacent to Buttleys Lane	Developer Contributions	Essex County Council	Critical	Phase 3

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	Open space and children's play space	Developer contributions	Transferred to Town Council or Management Company	Required	Phase 3
Great Dunmow Policy 5 - Land west of Chelmsford Road Resolution to approve application part outline and part with all matters considered October 2013	Improvements to junction of Chelmsford Road and B1256 (The Hoblongs Junction)	Developer Contributions	Essex County Council	Critical	Phase 1
	Off-site highway works and improvements to public transport as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Strategic sewer linking development site with waste water treatment works	Anglia Water Services through sewerage charges and Developer Contributions	Anglia Water Services	Critical	Phase 1
	Increased capacity of waste water treatment works	Anglia Water Services through sewerage charges	Anglia Water Services	Critical	Phase 1
	Pre/Primary School	Developer Contributions	Essex County Council	Critical	Phase 1
	Open Space • Recreational open space	Developer Contributions	Transferred to Town Council or management company	Required	Phase 2

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	<ul style="list-style-type: none"> • Children's play space 				
Great Dunmow Policy 6 - Woodlands Park	Cycle/ footpath links to Tesco and schools	Developer Contributions	Essex County Council	Required	Phase 1/2/3
Full and detailed permission granted in phases 1992-2013	Open Space <ul style="list-style-type: none"> • Recreational open space • Children's play space 	Developer Contributions	Transferred to Town Council or management company	Required	Phase 1/2/3
Great Dunmow Policy 7 – Land south of Ongar Road Outline permission granted July 2012	Off site highways works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Upgrading of sewerage network and increasing capacity of treatment works as necessary	Anglia Water Services through sewerage charges and Developer Contributions	Anglia Water Services	Critical	Phase 1
	Open Space <ul style="list-style-type: none"> • Recreational open space • Children's play space 	Developer Contributions	Transferred to Town Council or management company	Required	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Great Dunmow Policy 8 – Land north of Ongar Road Outline permission granted August 2012	Off site highways works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Upgrading of sewerage network and increasing capacity of treatment works as necessary	Anglia Water Services through sewerage charges and Developer Contributions	Anglia Water Services	Critical	Phase 1
	Open Space • Recreational open space • Children's play space	Developer Contributions	Transferred to Town Council or management company	Required	Phase 1
Great Dunmow Policy 9 – Land at Brick Kiln Farm Outline permission granted July 2013	Off site highways works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Upgrading of sewerage network and increasing capacity of treatment works as necessary	Anglia Water Services through sewerage charges and Developer Contributions	Anglia Water Services	Critical	Phase 1

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	Provision of public open space to south and west of development and access into existing open space on the eastern and western sides of the River Chelmer	Developer Contributions	Transferred to Town Council or management company	Required	Phase 1
Elsenham Policy 1 – Land north east of Elsenham	Off site highways works as required by Transport Assessment including link road from Henham Road to Hall Road	Developer Contributions	Essex County Council	Critical	Phase 1
	Public Transport improvements	Developer Contributions	Essex County Council	Critical	Phase 1
	Transport interchange adjacent to the rail station	Developer Contributions	Essex County Council / Network Rail	Critical	Phase 1
	Provision of and connection to new wastewater treatment works	Developer Contributions	Anglia Water Services	Critical	Phase 1
	Pre/Primary School	Developer Contributions	Essex County Council	Critical	Phase 2
	Secondary school –	Developer Contributions	Essex County Council	Critical	Phase 3

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	either extension to existing Forest Hall School or provision of new school				
	Local Centre to provide community buildings	Developer Contributions	Transferred to parish Council or management company	Critical	Phase 2
	Health Centre	Developer Contributions	NHS England	Critical	Phase 2
	Open Space <ul style="list-style-type: none"> • Recreation areas • Children's play space • Landscape buffer to west, east and south 	Developer Contributions	Transferred to parish Council or management company	Required	Phase 1/2/3
Elsenham Policy 3 – Land west of Station Road Outline permission granted May 2013	Off site highways works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Increased capacity of Stansted Mountfitchet Waste Water Treatment Works	Thames Water Services through sewerage charges	Thames Water Services	Critical	Phase 1

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	Community Centre	Developer Contributions	Transferred to parish Council or management company	Critical	Phase 2
	Management plan for Alsa Wood	Developer Contributions	Landowner	Required	Phase 1
	Open Space <ul style="list-style-type: none"> • Recreational open space • Children's play spaces • Playing pitches 	Developer Contributions	Transferred to parish Council or management company or sports body	Required	Phase 1
Elsenham Policy 4 - Land West of Hall Road Outline permission granted December 2013	Off site highway works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council / Network Rail	Critical	Phase 1
	Increased capacity of Stansted Mountfitchet Waste Water Treatment Works	Thames Water Services through sewerage charges	Thames Water Services	Critical	Phase 1
	Community Centre (as part of development west of Station Road)	Developer Contributions	Transferred to parish Council or management company	Required	Phase 2

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	Pre/Primary School	Developer Contributions	Essex County Council	Critical	Phase 1
	Open Space • Recreational open space • Children's play space	Developer Contributions	Transferred to parish Council or management company	Required	Phase 1
Elsenham Policy 5 - Land South of Stansted Road Outline permission granted December 2013	Off site highway works and to public transport improvements required by Transport Assessment	Developer Contributions	Essex County Council/ Network Rail	Critical	Phase 1
	Increased capacity of Stansted Mountfitchet Waste Water Treatment Works	Thames Water Services through sewerage charges	Thames Water Services	Critical	Phase 1
	Community Centre (as part of development west of Station Road)	Developer Contributions	Transferred to parish Council or management company	Required	Phase 2
	Open Space • Informal recreation areas • Children's Play Spaces	Developer Contributions	Transferred to parish Council or management company	Required	Phase 1

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	<ul style="list-style-type: none"> • Allotment Provision • Substantial Landscape Buffer to western and southern edge of site. 				
Elsenham Policy 7 – Land at Gaunts End Full permission granted for part of site April 2012	Off site highway works and improvements to public transport as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 2
Great Chesterford Policy 1 - New World Timber and Nursery, London Road	Off site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	New sewer to connect to Great Chesterford waste water treatment works	Anglia Water Services though sewerage charges	Anglia Water Services	Critical	Phase 1
	Open Space (off site) <ul style="list-style-type: none"> • Informal recreation area • Children's Play Space 	Developer Contributions	Transferred to parish Council or management company	Required	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Great Chesterford Policy 2 - Land south of Stanley Road Detailed permission granted for part of site February 2014	Off site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Pedestrian and cycleway links from Stanley Road to Rookery Close	Developer Contributions	Essex County Council	Critical	Phase 1
	New sewer to connect to Great Chesterford waste water treatment works	Anglia Water Services through sewerage charges	Anglia Water Services	Critical	Phase 1
	Land for pre/primary school (off site)	Developer Contributions	Essex County Council	Required	Phase 1
	Open Space • Informal recreation area • Children's Play Space	Developer Contributions	Transferred to parish Council or management company	Required	Phase 1
Newport Policy 1 - Bury Water Land/ Whiteditch Lane	Off-site highways works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Provision of new car/bus	Developer Contributions	Essex County Council	Critical	Phase 1

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Transferred to parish Council or management company	park and turning facilities with access off Bury Water Lane				
	Upgrading of sewerage network and increasing capacity of treatment works as necessary	Anglia Water Services through sewerage charges	Anglia Water Services	Critical	Phase 1
	Open Space • Informal recreation areas • Allotments • Substantial landscape buffer to northern and western edge of site	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 2
Newport Policy 2 – Nursery site, north of Bury Water Lane	Off-site highways works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Outline permission granted October 2013	Increase capacity of waste water treatment works	Developer Contributions	Anglia Water Services	Critical	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Newport Policy 3 - Land West of London Road by Primary School	Off-site highways works and public transport improvements as required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 2
	Vehicular and pedestrian access to primary school and Frambury Lane from London Road	Developer Contributions	Essex County Council	Critical	Phase 2
	Upgrading of sewerage network and increasing capacity of treatment works as necessary	Anglia Water Services through Sewerage Charges	Anglia Water Services	Critical	Phase 2
	Land for pre/primary education adjacent to existing school site	Developer Contributions	Essex County Council	Required	Phase 2
	Open Space • Informal recreation areas • Children's Play Space • Substantial landscape buffer to	Developer Contributions	Transferred to Parish Council or Management Company	Required	Phase 2

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	northern and western edge of site				
Stansted Mountfitchet policy 3 – land at Walpole Farm Resolution to approve application September 2013	Off site highway works required by transport assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Upgrading of sewerage network and increasing capacity of treatment works as necessary	Thames Water Services through sewerage charges	Thames Water Services	Critical	Phase 1
	Land for pre-primary education associated with existing primary school	Developer Contributions	Essex County Council	Critical	Phase 1
	Open Space • Informal recreation areas • Childrens Play Space • Allotments • Community woodland	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Stansted Mountfitchet policy 4 – Elms Farm Outline permission granted January 2014	Off site highway works required by transport assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Open Space on • Public open space on land south and east of development • Increased access to Stansted Park through provision of new public footpaths routes, cycleways and bridle ways • allotments	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Takeley/Little Canfield Policy 1 – land south of Dunmow Road and west of The Pastures/ Orchard Field Full permission granted September 2013	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Open space • Children's play space • Substantial Landscape Buffer to the	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	southern boundary with the Flitch Way				
Takeley/Little Canfield Policy 2 - North View and 3 The Warren	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Full permission granted October 2013	Bridleway from Dunmow Road to the Flitch Way	Developer Contributions	Essex County Council	Desirable	Phase 1
	Open Space <ul style="list-style-type: none"> • Childrens Play Space • Substantial Landscape Buffer to the southern boundary with the Flitch Way 	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Takeley/Little Canfield Policy 3 - Land between Olivias and New Cambridge House	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Full permission granted for part of the site December 2012	Footpath from Dunmow Road to the Flitch Way	Developer Contributions	Essex County Council	Required	Phase 1
	Open Space <ul style="list-style-type: none"> • Substantial Landscape Buffer to the 	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	southern boundary with the Flitch Way				
Takeley/Little Canfield Policy 5 – Land south of Dunmow Road, Brewers End	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Outline permission granted August 2013	Cycle and pedestrian access directly onto Flitch Way	Developer Contributions	Essex County Council	Required	Phase 1
	Open space • Public open space • Children's play space	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Thaxted Policy 1 – Sampford Road	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Full permission granted February 2013	Pedestrian and cycle access to existing residential development to south	Developer Contributions	Essex County Council	Critical	Phase 1
	Open space • Informal Recreational areas	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	<ul style="list-style-type: none"> • Children's play space • Substantial strategic landscape buffer to eastern boundary 				
Clavering Policy 1 – Land to the south and east of Oxleys Close and east of the village shop	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Part of site has full permission granted November 2013 and remainder of site has outline permission granted January 2014	Children's play space	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Clavering Policy 2 –land at Jubilee Works, Stickling Green Road	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Outline permission granted November 2012	Children's play space	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Felsted Policy 1 – Land at Watch House Green Outline permission granted July 2013	Off-site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Children's play space	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Flitch Green Policy 1 – Land at Flitch Green	Local Centre incorporating community facilities	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Henham Policy 1 - Land at Blossom Hill Farm, South of Chickney Road	Off site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Open Space • Children's Play Space	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Henham Policy 2 - Land north of Chickney Road and West of Lodge Cottages Resolution to approve full application March 2014	Off site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Manuden Policy 1 – Land off The Street Full permission granted February 2013	Off site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Open space recreation • Sports pitches • Changing rooms • Community hall • Multi use games area	Developer Contributions	Transferred to Parish Council or management company or sports body	Required	Phase 1
Quendon and Rickling Green Policy 1 – Land rear of Foxley House Outline permission granted August 2013	Off site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
	Children's place space	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
	Land for pre/primary education adjacent to existing school site	Developer Contributions	Essex County Council	Critical	Phase 1
Radwinter Policy 1 - Land north of Walden Road	Off site highway works	Developer Contributions	Essex County Council	Critical	Phase 1

Appendix 2 Infrastructure Delivery

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
Outline permission granted February 2014	required by Transport Assessment				
	Open Space <ul style="list-style-type: none"> • Informal recreation areas • Recreation open space off site adjacent to existing recreation ground at Walden Road/Water Lane • Contribution towards new pavilion • Substantial strategic landscape buffer to northern edge of allocation. 	Developer Contributions	Transferred to Parish Council or management company	Required	Phase 1
Stebbing Policy 1 - Land east of Parkside and Garden Fields	Off site highway works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 1
Wendens Ambo Policy 1 - North of B1039 and West of B1383	Off site highways works required by Transport Assessment	Developer Contributions	Essex County Council	Critical	Phase 2

Infrastructure Delivery Appendix 2

Location/ Policy Area	Project Details	Funding	Delivery Body	Critical/ Required/ Desirable	Phasing
	Footpath and cycleway to the front of the site	Developer Contributions	Essex County Council	Required	Phase 2

Table 31 - Infrastructure Requirements

Appendix 3 Marketing

3.1 A number of policies in this Plan ask applicants to demonstrate that there is no demand for alternative uses before planning permission can be granted for the applicants preferred use. This is done partly through marketing information which is supplied to the Council to consider as part of the decision making process. The following sets out what is expected in a marketing exercise and how the information will be used. The policies that this appendix applies to are:

Policy EMP2 - Non-Estate Employment Uses

Policy RET1 - Shops and Other Town Centre Uses

Policy RET2 - Loss of Village Shops and Other Facilities

Policy HO9 - Removal of Agricultural Occupancy Conditions.

Policy C3 - Re-use of rural buildings

General Criteria

- Where the policy requires that the property is marketed – this will be for a period of at least 12 months for freehold and/or leasehold as appropriate.
- The property should be widely advertised on site, in estate agents and in relevant newspapers, property and trade magazines, and websites where prospective users would be expected to search.
- The advertising should include all potential uses within the terms of the policy. Restricted advertising which does not cover the full range of uses to which a building could be put will inevitably lead to a limited response.
- The price should be realistic and reflect the current use and not the potential value with planning permission for some alternative use. A covenant can be applied to a sale to recoup any uplift in value secured by the new owners.
- In addition to advertising the applicant should be able to demonstrate that they have proactively tried to find a tenant/buyer including engaging with businesses, tourist or community groups etc who might be interested in using the building.
- Applicants should submit a report providing details of all advertising including dates when the property was advertised, where it was advertised and the price.
- Any expressions of interest should be recorded and submitted to the Council together with the reasons why these expressions of interest were not taken forward.
- These general criteria relate to all these policies – any extra requirements relating to a particular policy area are set out below.

Policy EMP2 – Non Estate Employment Uses

3.2 The above criteria will apply but the Council would expect the property to be marketed for employment uses. As an alternative to marketing the property as set out above the non-viability of employment uses could be demonstrated by an independent assessment that the use is unlikely to be economically viable in the foreseeable future. That assessment should be undertaken by a reputable and suitably experienced company to be determined by the Council in agreement with the applicant and to be funded by the applicant.

Marketing Appendix 3

Policy RET1 - Shops and Other Town Centre Uses

3.3 The above criteria will apply but the Council would only expect the property to be marketed for town centre uses, falling within the "A" Class of the Use Classes Order.

Policy RET2 - Loss of Village Shops and Other Facilities

3.4 Where the property is identified on the list of Assets of Community Value additional requirements will need to be met as set out in the Assets of Community Value Policy Statement or other relevant Government advice/regulations. Even if there is no interest from the community in purchasing such assets the Council will expect the applicant to meet the criteria above.

Policy H09 - Removal of Agricultural Occupancy Conditions

3.5 In order to meet the requirements of this policy it will be necessary to demonstrate that the agricultural occupancy condition is no longer necessary and appropriate by an up to date assessment of the demand for farm (or other occupational) dwellings in the area having regard to the need for a dwelling for someone solely, mainly or last working in agriculture in the area as a whole, and not just on the particular holding.

Policy C3 - Re-use of Rural Buildings

3.6 As an alternative to marketing the property as set out above the non-viability of employment or other non-residential uses could be demonstrated by an independent assessment that the use is unlikely to prove to be economically viable in the foreseeable future. That assessment should be undertaken by a reputable and suitably experienced company to be determined by the Council in agreement with the applicant and to be funded by the applicant.

Appendix 4 Noise Exposure Categories for Residential Development

Noise Exposure Categories for Residential Development

4.1 When assessing a proposal for residential development near a source of noise, the Council will determine into which of the four noise exposure categories (NECs) the proposed site falls, taking account of both day and night-time noise levels. The Council will then have regard to the advice in the appropriate NEC, as below:

NEC	
A	Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level
B	Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise
C	Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise
D	Planning permission should normally be refused

Table 32 Noise Exposure Categories for Residential Development

4.2 A recommended range of noise levels is given below for each of the NECs for dwellings exposed to noise from road, rail, air, and "mixed sources". Paragraph 10 onwards provides a detailed explanation of how the boundaries of each of the NECs have been derived.

Other noise-sensitive development

4.3 Developments such as offices, hospitals and schools will contain buildings and activities which are noise-sensitive. But these developments are likely to occupy sizeable sites and to contain a proportion of buildings and activities which are less noise-sensitive. The NEC principle cannot therefore be sensibly applied to such developments and it will be more appropriate to refer to specific guidance on internal noise standards in respect of each activity. General information can be found in BS 8233 1987. Information about guidance for health and hospital buildings is available from NHS Information Centre for Health and Social Care (www.ic.nhs.uk). The Department for Education publishes guidance for schools (Building Bulletin 87 Guidelines for Environmental Design in Schools).

Noise Exposure Categories for Residential Development

Appendix 4

Noise index and measurement positions

4.4 For the purposes of consistency all noise indices are expressed in terms of LAeq,T and the time periods of day and night time of between 07.00-23.00 and 23.00-07.00.

4.5 Values in the table below refer to noise levels measured on an open site at the position of the proposed dwellings, well away from any existing buildings, and 1.2m to 1.5m above the ground. The arithmetic average of recorded readings should be rounded up. Where that average falls on the boundary between NECs B and C the Council will determine which is the more appropriate NEC for the proposal taking into account the need for the development.

4.6 Levels of noise from road and rail traffic are often specified at one metre from a facade, and these facade levels should be assumed to be 3 dB(A) higher than levels measured away from any buildings, unless a more accurate figure is available. For road traffic noise in NECs C and D, LAeq,16h ~ LA10,18h -2 dB.

4.7 For aircraft, the noise levels refer to aircraft noise exposure contour values which are specified at 1.2m above the ground and published at 3 dB(A) intervals (each 3 dB(A) increment represents a doubling of noise energy). Because most aircraft noise originates from above, contours include the effects of ground reflection (see Note 2 below).

Noise Levels ⁽¹⁾Corresponding To The Noise Exposure				
Categories For New Dwellings LAeq,T dB				
	Noise Exposure Category			
Noise Source	A	B	C	D
road traffic				
07.00 - 23.00	<55	55 - 63	63 - 72	>72
23.00 - 07.00 ⁽²⁾	<45	45 - 57	57 - 66	>66
rail traffic				
07.00 - 23.00	<55	55 - 66	66 - 74	>74
23.00 - 07.00 ²	<45	45 - 59	59 - 66	>66
air traffic ⁽³⁾				
07.00 - 23.00	<57	57 - 66	66 - 72	>72
23.00 - 07.00 ²	<48	48 - 57	57 - 66	>66

Appendix 4 Noise Exposure Categories for Residential Development

Noise Levels ⁽¹⁾ Corresponding To The Noise Exposure				
mixed sources ⁽⁴⁾				
07.00 - 23.00	<55	55 - 63	63 - 72	>72
23.00 - 07.00 ²	<45	45 - 57	57 - 66	>66

Table 33 Recommended Noise Exposure Categories For New Dwellings Near Existing Noise Sources

1. Noise levels: the noise level(s) (LAeq,T) used when deciding the NEC of a site should be representative of typical conditions.
2. Night-time noise levels (23.00 - 07.00): sites where individual noise events regularly exceed 82 dB LAmax (S time weighting) several times in any hour should be treated as being in NEC C, regardless of the LAeq,8h (except where the LAeq,8h already puts the site in NEC D).
3. Aircraft noise: daytime values accord with the contour values adopted by the Department for Transport which relate to levels measured 1.2m above open ground. For the same amount of noise energy, contour values can be up to 2 dB(A) higher than those of other sources because of ground reflection effects.
4. Mixed sources: this refers to any combination of road, rail, air and industrial noise sources. The "mixed source" values are based on the lowest numerical values of the single source limits in the table. The "mixed source" NECs should only be used where no individual noise source is dominant.

4.8 To check if any individual noise source is dominant (for the purposes of this assessment) the noise level from the individual sources should be determined and then combined by decibel addition (remembering first to subtract 2 dB (A) from any aircraft noise contour values). If the level of any one source then lies within 2 dB(A) of the calculated combined value, that source should be taken as the dominant one and the site assessed against the appropriate NEC for that source, rather than using the "mixed source" NECs.

4.9 If the contribution of the individual noise sources to the overall noise level cannot be determined by measurement and/or calculation, then the overall measured level should be used and the site assessed against the NECs for "mixed sources".

Noise Exposure Categories: Explanation of Noise Levels

4.10 The following is an explanation of how the boundaries of each of the noise exposure categories (NECs) in the table at Paragraph 1 above have been calculated or derived. Wherever possible figures have been based on research findings or figures contained in statutory regulations. However, the NEC table attempts to give guidance across a broad spectrum of situations and not all of these are covered by existing research work or regulations. In these instances assessments and interpolations have had to be made and these are also explained below.

Noise Exposure Categories for Residential Development

Appendix 4

4.11 The explanations under each heading make specific reference to each of the transport modes: road, rail, and air. However, separate explanations of "mixed sources" are not given. The "mixed source" values are based on the lowest numerical values of the single source limits in the table.

4.12 The values given in the NEC table are free-field levels, together with an addition of 2 dB(A) for ground reflection of air traffic noise. Details of correction factors to convert between façade levels and free-field where appropriate are given below. For night-time levels typical insulation values for window installations that are likely to be used in each NEC have been assumed. Because the insulation performance of different window installations is likely to vary, these values are nominal.

Noise levels at the boundary of NEC A and NEC B

Daytime

4.13 The level at the boundary of NEC A and NEC B for road and rail traffic is based on guidance provided by the World Health Organisation⁽³⁾. that "general daytime outdoor noise levels of less than 55 dB (A) Leq are desirable to prevent any significant community annoyance". The figure of 55 dB(A) has been taken to be free-field and therefore no adjustments have been necessary for road and rail traffic noise levels before inserting them in the table. In respect of air traffic noise a considerable amount of research has been carried out⁽⁴⁾ 57 dB(A) Leq (previously 35 NNI) relates to the onset of annoyance as established by noise measurements and social surveys

Night-Time

4.14 The night time noise level at the boundary of NEC A and NEC B is based on the WHO guideline previously referred to which states that for night time: "based on limited data available, a level of less than 35 dB(A) is recommended to preserve the restorative process of sleep" and this is considered more relevant when seeking to achieve the best practicable conditions for rest and sleep.

4.15 The sound insulation qualities of a partially open window are taken to be 10 - 15 dB(A)⁽⁵⁾ and for the purposes of the NEC table a reduction of 13 dB(A) from the facade level has been assumed. This would give a recommended maximum figure of 48 dB(A) at the facade. However, as the NEC figures are free-field a correction of -3

3 Environmental Health Criteria 12 - Noise. World Health Organisation, 1980

4 Directorate of Operational Research and Analysis "The Noise and Number Index" DORA Communication 7907, Second Edition, September 1981 Brooker, P et al "United Kingdom Aircraft Noise Index Study: Final Report" Civil Aviation Authority DR Report 8402, January 1985. Critchley, JB and Ollerhead, JB "The Use of Leq as an Aircraft Noise Index" Civil Aviation Authority DORA Report 9023, September 1990.

5 Transportation Noise Reference Book: Edited by Paul Nelson, published by Butterworths, 1987

Appendix 4 Noise Exposure Categories for Residential Development

dB(A) is necessary giving 45 dB(A) in the table for road and rail noise. For air traffic noise 2 dB(A) has been added to 45 dB(A) to allow for ground reflection, making 47 dB(A). The level in the table of 48 dB(A) is the nearest aircraft dB(A) Leq contour value.

Noise levels at the boundary of NEC B and NEC C

Daytime

4.16 The daytime noise levels for all three transport modes at the boundary of NEC B and NEC C are based on the levels that trigger official grant schemes. For road traffic noise the trigger level is 68 dB LA10,18h ⁽⁶⁾ at a facade. This has been converted to an LAeq,18h level by subtracting 3 dB, and to an LAeq,16h value by adding 1 dB, giving 66 dB LAeq,16h at a facade. Finally, this figure has been converted to a free-field level by subtracting 3 dB, thus arriving at 63 dB LAeq,16h in the table.

4.17 For railway noise the proposed trigger level ⁽⁷⁾ is 68 dB LAeq,18h at a facade. This has been converted to 66 dB LAeq,16h free-field.

4.18 For air traffic noise, 66 dB(A) LAeq,16h, previously 50 NNI, was the daytime criterion for noise insulation schemes at Heathrow, Gatwick and Stansted.

Night-time

4.19 The night-time level at the boundary of NEC B and NEC C for road traffic is, like that at the boundary of NEC A and NEC A, based on the WHO figure of 35 dB(A). Because noise should be taken into account when determining planning applications in NEC B, it has been assumed that the minimum amelioration measure available to an occupant at night will be to close bedroom windows. Single glazed windows provide insulation of about 25 dB(A) ⁽⁸⁾. Therefore, in order to achieve 35 dB(A) inside a bedroom, the facade level should not exceed 60 dB(A). This facade level requires a further 3 dB(A) adjustment to convert it to the free-field level of 57 dB(A) for road traffic at the boundary of NEC B and NEC C. For rail traffic, the level proposed to trigger the official grant scheme has been adopted. This level is 63 dB LAeq,6h and it has been converted to 59 dB LAeq,8h free-field. For air traffic, the level proposed to trigger the grant scheme at Stansted airport ⁽⁹⁾ has been adopted. This level is the 57 dB(A) Leq contour value

6 Noise Insulation Regulations, 1975: SI 1975:1763

7 The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996. SI 1996 No 428.

8 Transportation Noise Reference Book: Edited by Paul Nelson, published by Butterworths, 1987 and Sound Control For Homes, published by the Building Research Establishment and CIRIA, 1993 [BRE report 238, CIRIA report 127]

9 Department for Transport Consultation Paper: Proposed Stansted Noise Insulation Grants Scheme, September 1990

Noise Exposure Categories for Residential Development

Appendix 4

Noise levels at the boundary of NEC C and NEC D

Daytime

4.20 The noise level at the boundary of NEC C and NEC D for road traffic is based on a Building Research Establishment (BRE) survey⁽¹⁰⁾ which has shown that the insulation package supplied under the Noise Insulation Regulations is inadequate for road traffic noise levels of 78 dB LA10,18h and above at a facade. This figure is equivalent to a free-field level of 75 dB LA10,18h; which in turn is equivalent to 73 dB LAeq,16h. The 73 dB LAeq,16h has been reduced by 1 dB to 72 dB LAeq,16h in the table at the boundary of NEC C and NEC D, which is the maximum external level that the standard noise insulation package will reduce to an acceptable internal level.

4.21 There is some evidence⁽¹¹⁾ that noise from rail traffic causes less disturbance than noise from road traffic at the same level. Therefore, the level at the boundary of NEC C and NEC D has been set 2 dB higher than the free-field level for road traffic noise.

4.22 For air traffic noise the value put forward in Circular 10/73, has been used. This is 60 NNI or 72 dB LAeq,16h, including a 2 dB allowance for ground reflection.

Night-time

4.23 The night-time levels at the boundary of NEC C and NEC D are, like those at the boundary of NEC A and NEC B, based on the WHO figure of 35 dB(A). The standard noise insulation package provides insulation of about 35 dB(A). Therefore at a facade level of 70 dB(A) or above the internal limit for a bedroom of 35 dB(A) may not be achieved. The level of 70 dB(A) has therefore been reduced by 1 dB(A) and a correction factor of 3 dB(A) applied to derive the free-field level of 66 dB(A) in the table at the boundary of NEC C and NEC D for road and rail noise. For air traffic noise the level of 66 dB(A) is the nearest aircraft dB(A) Leq contour value to provide equivalent protection.

Detailed Guidance on the Assessment of Noise from Different Sources

Noise from road traffic

4.24 For established roads it will normally be sufficient to base assessments on the current measured noise level (paragraph 8). When considering potential new development near major new or recently improved roads, the Council should ascertain forecast noise levels (eg over the next 15 years) with the assistance of the local highway authority.

10 Utley W. et al "The effectiveness and acceptability of measures for insulating dwellings against traffic noise" (Journal of Sound and Vibration (1986) Vol 109(1), pages 1-18).

11 "Railway Noise and the Insulation of Dwellings" Mitchell Committee Report, published February 1991

Appendix 4 Noise Exposure Categories for Residential Development

Noise from railways

4.25 Railway noise emanates from a variety of sources. For noise from operational railway lines the noise exposure categories will be appropriate; local noise from station activities, freight distribution depots, and marshalling yards will be treated in the same way as noise from industrial and commercial sources. The Council will ask the developer to provide details of the present levels of noise; and to consult the railway operator to find out if there are proposals for significant operational changes.

4.26 In considering the long distance traffic effects of developments which would result in the use of rail transport (for example the carrying of aggregates from extraction sites, or goods from freight terminals), it will be appropriate to take into account the railway noise aspect.

4.27 The likelihood of significant ground-borne vibration will depend on the nature of the ground and the types of train. The possibility of vibration and re-radiated noise caused by trains running in tunnels will be considered. Advice on acceptable levels of vibration can be found in the relevant British Standard.

Noise from aircraft

4.28 Using forecast contours, it should be possible to determine approximately which areas are likely to fall within the different noise exposure categories. For small aerodromes the Council will not rely solely on Leq where this is based on less than about 30 movements a day.

4.29 Recommended noise exposure categories for new dwellings exposed to aircraft noise are given above, but 60 Leq dB(A) will be regarded as a desirable upper limit for major new noise sensitive development. Where replacement schools, clinics, and other community facilities are needed to serve the existing population in high noise areas, expert consideration of sound insulation measures will be sought. When determining applications to replace schools and build new ones in such areas, the Council will have regard to the likely pattern of aircraft movements at the aerodrome in question which could cause noise exposure during normal school hours/days to be significantly higher or lower than shown in average noise contours.

Military aerodromes

4.30 The noise exposure categories will be used for assessing proposals for new developments near military aerodromes. Because many of these are in rural locations, however, there will often be the flexibility to ensure that new residential developments are located within noise exposure category A, while still taking full account of other planning constraints. This option will not apply to proposals for residential development involving extension, conversion, or change of use of existing buildings. When determining such applications the Council will take account of the differences between civil and military operations.

Noise Exposure Categories for Residential Development

Appendix 4

Helicopters and heliports

4.31 When determining a planning application for a heliport the predicted noise will not normally be assessed in isolation - account will be taken of local circumstances including the existing level of noise disturbance in the area surrounding the site and factors such as whether the area is already exposed to noise from fixed wing aircraft. The Council will consider the effect of further disturbance resulting from the proposal.

4.32 Helicopter noise has different characteristics from that from fixed wing aircraft, and is often regarded as more intrusive or more annoying by the general public. The noise exposure categories will therefore be applied with regard to any recent research and evidence.

4.33 Planning applications for helicopter landing/take-off facilities should be accompanied by information about the proposed take-off/landing flight paths and air traffic routes where appropriate. Preferably, these paths should have been discussed and agreed in principal with National Air Traffic Services (NATS) beforehand. Where such information does not accompany the application, but is considered necessary, the Council will request it and suggest that the applicant has discussions with NATS.

4.34 The use of helicopters may often be incidental or ancillary to the principal use of the land and as such do not generally require a separate planning permission. The construction of hardstanding, installation of landing lights etc may be regarded as development requiring planning consent.

Noise from industrial and commercial developments

4.35 The likelihood of complaints about noise from industrial development can be assessed, where the Standard is appropriate, using guidance in BS 4142: 1990. Tonal or impulsive characteristics of the noise are likely to increase the scope for complaints and this is taken into account by the "rating level" defined in BS 4142. This "rating level" may be used when stipulating the level of noise that can be permitted. The likelihood of complaints is indicated by the difference between the noise from the new development (expressed in terms of the rating level) and the existing background noise. The Standard states that: "A difference of around 10 dB or higher indicates that complaints are likely. A difference of around 5 dB is of marginal significance." Since background noise levels vary throughout a 24 hour period the Council will normally assess the acceptability of noise levels for separate periods (eg day and night) chosen to suit the hours of operation of the proposed development. Similar considerations will be applied to developments that will emit significant noise at the weekend as well as during the week.

4.36 Commercial developments such as fast food restaurants, discos, night clubs and public houses pose particular difficulties, not least because associated activities are often at their peak in the evening and late at night. The Council will bear in mind not only the noise that is generated within the premises but also the attendant problems of noise that may be made by customers in the vicinity. The disturbance that can be caused by traffic and associated car parking will also be considered

Appendix 4 Noise Exposure Categories for Residential Development

Noise from construction sites

4.37 Detailed guidance on assessing noise from construction sites will be found in the most recent British Standard.

Noise from recreational and sporting activities

4.38 For these activities (which include open air pop concerts), the Council will take account of how frequently the noise will be generated and how disturbing it will be, and balance the enjoyment of the participants against nuisance to other people. Partially open buildings such as stadia may not be in frequent use. Depending on local circumstances and public opinion, the Council may consider it reasonable to permit higher noise emission levels than they would from industrial development, subject to a limit on the hours of use, and the control of noise emissions (including public address systems) during unsocial hours.

Noise from landfill waste disposal sites

4.39 Conditions attached to waste disposal licences generally set limits on the amount of waste, frequency of deliveries and hours of operation, and prescribe screening requirements. These will have indirect effects on the amount of noise generated, but site licence conditions can also relate specifically to noise control in the interests of protecting local amenity. This will be particularly relevant when dealing with sites where the operator is working with the benefit of an Established Use Certificate (as defined in section 36(2) of the Environmental Protection Act 1990) or a planning permission not subject to a noise condition. The Council and waste regulation authorities will consult closely at an early stage when considering the need for specific noise controls to be imposed by appropriate conditions in any planning permission or in the subsequent site licence.

4.40 The main sources of noise will be from vehicular movement, tipping operations, and site plant. Appropriate planning or licensing conditions might therefore relate to hours of working; the number and/or capacity of vehicles using the site and their points of ingress and egress; and the provision of acoustic screening.

Glossary

Adult Social Care Scheme - Housing for adults who need more support in their day to day living.

Affordable Housing - Available to eligible households whose housing needs cannot be met on the open market. It can include social rent, affordable rent and shared ownership.

Air Quality Management Areas (A.Q.M.As) - Local Authorities are required to carry out regular reviews and assessments of air quality in their area. Areas which do not meet required standards are designated as AQMAs and a plan put in place to improve the air quality in that area.

Air Quality Assessment - A detailed study of the effects of a development on air quality.

Ancient Monuments - Usually earthworks or unoccupied structures - Nationally important sites are added to a list or "schedule" and they are protected from disturbance.

Aquifer - An underground water source.

Assets of Community Value - Facilities which have been identified by local communities as being important to village life e.g. The village hall, village green, shop, public house etc and which have been designated as Assets of Community Value by the District Council.

Biodiversity Offsetting - A way of providing compensation for loss of biodiversity as a result of development activity.

BREEAM - an assessment method and rating system for buildings to measure environmental performance.

Class A1 Shops - Shops falling within class A1 of the Use Class Order - for example shops, retail warehouses, hairdressers, post office, sandwich bar etc.

Conservation Area Appraisal - Examines the qualities of the Conservation Area and identifies potential changes that are positive and others that may be damaging. The Conservation Area Appraisal includes a review of the Conservation Area boundaries and identifies appropriate environmental and highway improvements.

Development Limits - Lines which define the main areas of towns and villages where development is more likely to be acceptable. Land outside these limits will be treated as open countryside where more restrictive policies will apply.

Development Opportunity Sites - Areas with potential for comprehensive redevelopment for town centre uses.

Drainage Strategy - An assessment which demonstrates that the most sustainable foul and surface water drainage solutions have been considered for a development.

Glossary

East of England Forecasting Model - Built by Oxford Economics it brings together a range of key linked variables including economic output, productivity, employment and housing. It is updated every 6 months. The model shows what impact decisions in one policy or geographical area might have on others.

Essex Design Guide - A set of design standards to achieve high quality new development

Extra Care Housing - very sheltered housing, catering for less mobile people and wheelchair users. Schemes may have care staff and may provide meals.

Exception Site - An exception can be made to normal planning policies restricting development in the countryside to allow a suitable site to be developed in order to provide affordable housing.

Green Infrastructure - A strategically planned and delivered network of high quality green spaces which may include parks and gardens, village greens, woodlands, cycling routes, allotments, churchyards and other environmental features.

Gypsy and Traveller Accommodation Assessment (GTAA) - A piece of research work to establish what the needs are for Gypsy and Traveller sites over the plan period.

Heritage Assets - The collective name for those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest. Some historic assets may be designated e.g. Listed Buildings or Ancient Monuments.

Historic Environment Record (HER) - provides comprehensive information about the historic environment in a particular area.

LAPs, LEAPs and NEAPs - Childrens play space. LAPs are generally small landscaped areas of open space for younger children within 5 minute walk from home. LEAPs are Local Equipped Areas for Play, normally designed for unsupervised play for 4-12 year olds within a 10 minute walk from home and NEAPs are Neighbourhood Equipped Areas for Play within a 15 minutes walk from home. NEAPs cater for a wide spectrum of users but generally in the 4-14 age group.

Learning Disability Scheme - Housing which offers supported independent living for adults with learning difficulties.

Legal Obligation/Agreement, normally referred to as a Section 106 agreement, which sets out what the developer is legally obliged to provide as part of the planning approval for a development.

Lifetime Homes Standards - 16 design criteria devised by the Joseph Rowntree Foundation to make housing more flexible and adaptable to respond to the changing needs of occupiers.

Glossary

Lifetime Neighbourhoods - an environment that is accessible, inclusive, attractive and safe. A community that offers services, facilities and open space with a strong local identity, volunteering networks and a culture of consultation and user empowerment.

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

Low Carbon Development - Development which is designed and built in such a way that it reduces the use of natural resources both during construction and in use.

Master Plan - A document prepared by the Development Company and approved by the Council to show how the development will be carried out. The Master Plan should be subject to public consultation.

Metropolitan Green Belt - A ring of countryside around a large urban area where development is constrained in order to keep the land permanently open.

National Planning Policy Framework - Government guidance on Planning Issues, Local Plans are expected to conform to the guidelines set down in it.

Noise Preferential Routes (NPR's) - these direct aircraft where possible over less densely populated areas to reduce potential for disturbance by aircraft noise.

Pargetting - Traditional decoration in the plasterwork on the outside of buildings.

Potable Water - Water that is safe to drink

Recycling Centre - Collection Point for Household Waste for disposal and/or recycling.

Red Data List - Reports on the conservation status of species under threat.

Regional Spatial Strategy (RSS) - The regional plan for the East of England was formally revoked by the Secretary of State in January 2013

Sheltered Housing - independent self contained homes for older people with some support available usually through an alarm service.

Sites of Special Scientific Interest (SSSI) - Sites which have national importance for wildlife. The site can be important because it is an important habitat or because of the species of plants, birds animals and/or insects which it supports.

Strategic Housing Market Assessment - A study of local housing markets to assess needs and demand for different types of housing in the District.

Sustainable Community Strategy - prepared by the Local Strategic Partnership setting out a long term vision for the area to tackle local needs. In Uttlesford the LSP is known as Uttlesford Futures and the current strategy runs until 2018.

Glossary

Sustainable Development - Development that is in accord with economic, social and environmental objectives. Development that meets today's needs without comprising the ability of future generations to meet their own needs.

SUSTRANS - A national charity working to enable people to travel by foot, bicycle or public transport.

Sustainable Drainage Systems (SuDs) areas which are designed to collect surface water run off and to allow slow discharge into the ground or into water courses to reduce the danger of flooding. The water can also be filtered to improve it's quality.

Sui Generis - Unique or of it's own kind. Usually used to describe any planning use not falling within a specific class in the Use Classes Order which separates different land uses into different classes.

Town and Village Design Statements - These are community led plans prepared through local consultation to guide the future development of the town/village.

Transport Assessment - A comprehensive and systematic process that sets out transport issues relating to a proposed development and measures to be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all made of travel.

Vernacular Materials - local construction materials

Waste Transfer Station - Collection Point for local waste collection vehicles to deposit waste for loading into larger vehicles.

Wheelchair Accessible Home Standards - Wheelchair housing is designed to specifically meet the diverse and changing needs of wheelchair users. Wheelchair housing provides additional space and often more specialist specification of fixtures and fittings.