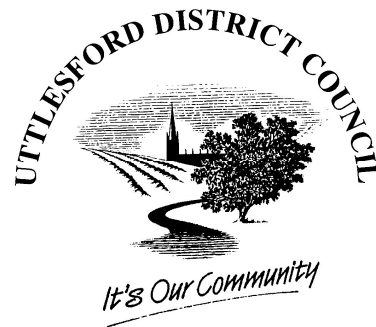


# Uttlesford Core Strategy - Policy Choices and Options for Growth

Assessment of Growth Options

August 2007



## Assessment of Growth Options

### Background

Earlier this year the Council produced a consultation document for the Uttlesford Core Strategy called Policy Choices and Options for Growth. This document was split into two parts. Part 1 dealt with the vision and set out the objectives and policies required to meet the vision. Part two set out nine possible options for delivering the housing growth. About 200 people responded making a total of 1570 comments. All the representations can be viewed on the consultation website at <http://consultation.limehouse.co.uk/Uttlesford>. A graph showing the level of support/objection for each option and a summary of the representations can be found at Appendix A.

The next stage in the process of preparing the Core Strategy is a consultation on the Council's preferred options. This is programmed for September/October 2007. This background paper assesses the growth options against the objectives to assist in the evaluation of the options and which should be rejected and which should be considered further with the view deciding the council's preferred option.

### Introduction

Officers from the Planning and Housing Strategy Division have made an initial assessment of the growth options against the objectives for the Core Strategy and other factors. However it is considered that to add clarity and reduce duplication, there should be some changes to the objectives published in the Policy Choices and Options for Growth document and it is against these revised objectives that the growth options have been assessed.

Officers considered that certain objectives were more important and should be given greater weight. These objectives are shown in bold with an asterix.

### Key to Scoring

++	Strong positive contributing to meeting objective
+	Some positive contribution to meeting objective
=	Neutral – No Contribution towards meeting objective
-	Detracts from meeting objective
--	Strongly detracts from meeting objective

### Colour Key for Themes

	Theme 1 – Economy Employment and Training
	Theme 2 – Getting Around
	Theme 3 - District Character
	Theme 4 - Living in Communities

Obj No	Suggested Revised Objective (Revisions shown in bold)	Growth Options						
		1A-1C All development at single centre SW, GD or Stansted	1D – Development split between the three largest centres	1C – A New Settlement	2A – Hierarchy of Settlements	2B – West Anglian Rail Corridor	2C – All Development in Villages	2D – A120 Corridor and Dunmow
1*	To support a local economy which retains and encourages growth of existing and new employers by providing enough land and premises of the right type and in <b>sustainable</b> locations that will meet the anticipated needs and aspirations of businesses.	--	++	--	++	+	--	+

Obj No	<b>Suggested Revised Objective</b>  (Revisions shown in bold)	Growth Options						
		1A-1C All development at single centre SW, GD or Stansted	1D – Development split between the three largest centres	1C – A New Settlement	2A – Hierarchy of Settlements	2B – West Anglian Rail Corridor	2C – All Development in Villages	2D – A120 Corridor and Dunmow
2	<b>Opportunities for catalytic Employment Growth related to the airport</b>	++	++	++	++	++	--	++
New objective replacing objective 2								
3		Now objective SO17b						
4		Objective deleted						
5	Reduce the need to travel by car, promoting realistic alternatives to the car and locating new development so that journeys can be reduced and residents and employees can access public transport but recognising the continuing role that the car has in meeting transport and accessibility needs in this rural area	++	++	+	--	++	--	+
Note: Essex County Council Highways object to development in a single centre (Options 1a-1c)								
6.	Existing cycle routes and footpaths <b>will</b> be protected <b>and improved. New routes will be provided as part of new developments, which will improve network</b>	++	++	++	+	+	--	++

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	<b>connectivity making it easier for people to walk and cycle</b>							
7*	To meet the housing requirement for Uttlesford as set out in the East of England Plan	++	++	++	++	+	++	+
	To make sure that the housing being provided creates balanced communities and meets local housing needs in terms of type and tenure including affordable and special needs housing	--	++	--	++	++	--	++
8*	To plan for provision of infrastructure that will allow people to access social educational, health employment, recreational, green space and cultural facilities within the district	++	++	++	+	+	--	+
9	To <b>maintain and</b> protect the Metropolitan Green Belt by only allowing building in the most exceptional circumstances	Assumption that there will no change to Green Belt Boundary						

Obj No	Suggested Revised Objective  (Revisions shown in bold)	Growth Options						
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10*	To preserve, conserve and, where possible enhance the locally distinctive and historic character of the urban and rural settlements and their settings within Uttlesford and to retain the separation between settlements.	--	++	++	++	--	--	--
11	To protect, conserve and where possible enhance the varied landscape character within Uttlesford reflecting Landscape Sensitivity and promoting local distinctiveness <b>and an understanding of the historic significance of landscape features</b>	--	--	--	--	--	--	--
		All impacts likely to negative – but the scale of the impact depends on location and could be reduced through choice of site						
12	To protect and enhance the natural environment including it's biodiversity and the historic built environment through positive improvement.	++	++	++	+	+	--	+
13		Encompassed in objective SO12						

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14	Promote high quality new development <b>and improvements to the public realm</b> that respects <b>preserves and enhances</b> the historic nature of the town centres of Saffron Walden and Great Dunmow and supports their function as important local retail centres within the District.	++	++	N/A	++	N/A	N/A	+
15		Encompassed in objective SO14						
16		Encompassed in objective SO17						
<b>17a*</b>	To ensure that greenhouse gas emissions, water consumption and the use of other natural resources arising from the construction operation and eventual disposal of new developments is reduced to the lowest practical minimum	++	++	++	+	+	--	+
<b>17b*</b>	<b>To minimise CO2 emissions by encouraging the supply and use of renewable energy and low carbon</b>	++	++	++	+	+	--	+

Obj No	<b>Suggested Revised Objective</b>  (Revisions shown in bold)	Growth Options						
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	<b>technologies</b>							
<b>17c**</b>	<b>Allocate sites and control development to avoid flood risk to people and property</b>	++	++	++	+	+	--	+
18		More appropriate as a policy						
19	The maximum number of journeys to and from the airport by air passengers and workers will be made by public transport. Appropriate surface access infrastructure and service capacity is provided to meet airport related demand without impacting on capacity to meet the demands of other network users.	++	++	+	+	--	--	+
20		Objective deleted						
21		Objective deleted						
22	The Council will seek to maintain the cohesion of local communities, particularly affected by the airport	Objective deleted						
23	The Core Strategy as a whole							

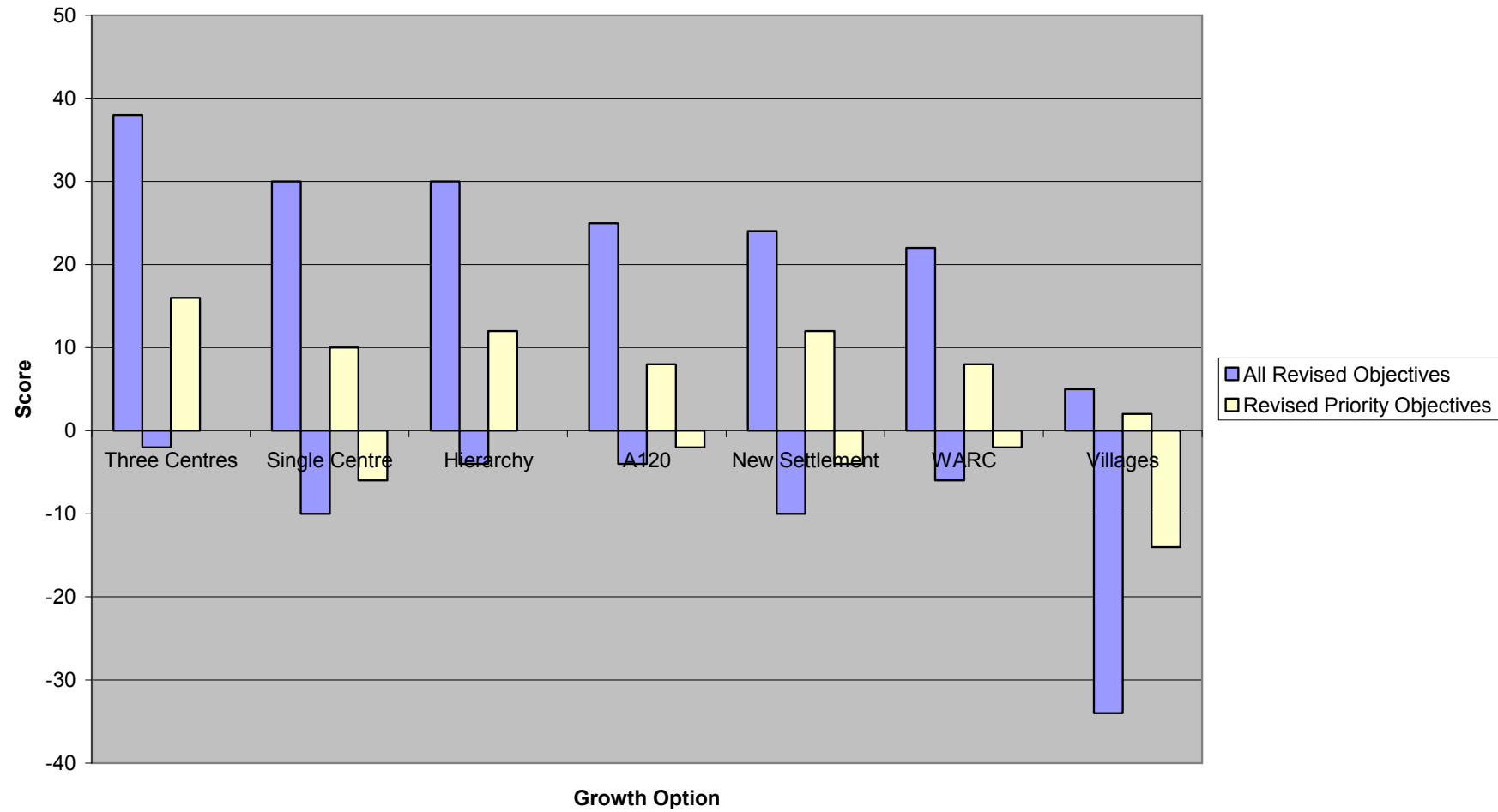


Obj No	<b>Suggested Revised Objective</b>  (Revisions shown in bold)	Growth Options						
		1A-1C All development at single centre SW, GD or Stansted	1D – Development split between the three largest centres	1C – A New Settlement	2A – Hierarchy of Settlements	2B – West Anglian Rail Corridor	2C – All Development in Villages	2D – A120 Corridor and Dunmow
	will need to be sufficiently robust to accommodate the uncertainty surrounding the level of airport development by 2021, because of the commercial and economic regulation considerations and potential difficulties in achieving the Governments proposed external climate changes costs test and demonstrating that the benefits outweigh the significant local environmental costs.	=	=	--	=	=	=	=
24	To support the well being of Uttlesford residents by making sure enough health services and other community facilities e.g. for sport are provided to meet current needs and the additional requirements arising from any new developments.	++	++	++	+	+	--	+

Other Factors	Growth Options						
	1A-1C All development at single centre SW, GD or Stansted	1D – Development split between the three largest centres	1C – A New Settlement	2A – Hierarchy of Settlements	2B – West Anglian Rail Corridor	2C – All Development in Villages	2D – A120 Corridor and Dunmow
Consistent with a 2 Runway Airport Scenario	++	++	++	++	++	++	++
National Guidance	++	++	? Depends on Size	++	++	--	++
Regional Guidance	++	++	? Depends on Size	++	++	--	++
Community Support	--	=	--	++	=	+	+
	But low response rate and respondents with vested interest						
Deliverability	-- (Single Site) = (Range of Sites)	++	--	++	+	--	+

<b>Scoring – A simple addition of all the plus and minus scores....</b>	1A All development at single centre SW, GD or Stansted	1D – Development split between the three largest centres	1C – A New Settlement	2A – Hierarchy of Settlements	2B – West Anglian Rail Corridor	2C – All Development in Villages	2D – A120 Corridor and Dunmow
For all objectives	30+ 10-	38+ -2	24+ 10-	30+ 4-	22+ 6-	5+ 34-	25+ 4-
Scoring for priority objectives only	10+ 6-	16+	12+ 4-	12+	8+ 2-	2+ 14-	8+ 2-

**Assessment of Growth Options against Revised Objectives**



## Conclusions

### Which options to dismiss

Directing growth to the villages scores very poorly against all the objectives and it also scores badly against the priority objectives. This option should therefore not be considered further.

Development in A120 and West Anglia Rail (WAR) corridors and New Settlement fall in the middle of the range of scores against the objectives.

The New Settlement Option has a significant number of negative scores.

The A120 and WAR corridor options although have few negative scores do not have a significant positive score. It can be noted that the positive aspects of these options can be encompassed in the growth over a hierarchy of settlements option, which has an overall better score.

The pattern changes slightly if only the priority objectives are considered. The new settlement option scores better and moves into the top 3 options and the option locating the growth in one of the existing towns has a poorer score similar to the A120 and WAR corridor options.

It is therefore considered that the New Settlement Option should be considered further and the option solely concentrating growth in the A120 or WAR corridors should not be considered further.

The option directing growth to one of the three settlements scores well against all the objectives although there are a significant number of negative scores. When considered against priority objectives this option scores less well. The representations received suggest that locating all the growth (3000+) in a single settlement is only possible in Great Dunmow. Sites have been proposed for only 1500 units in Saffron Walden and only 700 in Stansted Mountfitchet. To locate all the development in Great Dunmow would have a significant detrimental impact on the sense of place and local distinctiveness of the town. It would also direct resources to the Great Dunmow area to the detriment of the rest of the District. This option should therefore not be considered further.

### Which options to consider further

Assessed against the Objectives there are three options which score well and should be considered further.

- Growth split between Saffron Walden, Great Dunmow, and Stansted Mountfitchet
- Growth located over a hierarchy of settlements (note: this option does encompass villages in A120 & WAR Corridors).

Both options have the best scores and no negative scores when assessed against Priority Objectives. When considered against all objectives, distributing the growth between the three settlements scores the highest and locating over a hierarchy of settlements scores third best but has less than half the number of negatives scores from option with the second highest score (all growth in one of the three main centres).

- New Settlement

The option of a new settlement scores well in relation to the priority objectives, but less well against all objectives. However it is considered useful to consider this option further

Looking at each of these options in turn and what this means in relation to size of development -

**Option 1 Growth split between Saffron Walden, Great Dunmow and Stansted Mountfitchet.**

This option splits the housing provision between the largest centres at Great Dunmow, Saffron Walden and Stansted Mountfitchet. Potential for development in these centres could be distributed as follows.

Saffron Walden	Great Dunmow	Stansted Mountfitchet
<b>PDL</b> Bell College..... ..? ) Butler Hall, Bell College.....? ) - 200 Friends School .....? ) <b>Employment land</b> Adj Ridgeons.....200 Print pack.....60 Willis Gambier.....100 <b>Greenfield</b> Btwn Rhystone Way & Kilncourt.....370 r/o Tesco.....630 Off Elizabeth Close (Employment proposal site) .....30 r/o Leisure Centre.....10ha offices <b>200(?) - 1600</b>	<b>PDL</b>  <b>Employment land</b> Chelmsford Rd/Ongar Rd .....Offices & 650  <b>Greenfield</b> Ford Farm.....500 Staggs Farm .....180 Folly Farm.....220 Land btwn B1256 & A120 (includes Staggs Farm and Folly Farm .....mixed use & 2940 <b>180 – 4090</b>	<b>PDL</b> none  <b>Greenfield</b> N of Catholic Church .....30 N of Walpole Farm .....Mixed use? & 444 <b>30 - 474</b>

Although this option would meet the requirement of the Regional Spatial Strategy (RSS) it would result in loss of employment land and significant impact of the historic character of settlements and intrusion in to the countryside.

**Option 2 Growth located over a hierarchy of settlements**

The impact of Option 1 can be lessened by the option of locating development over a hierarchy of settlements.

This option would involve significant development at Saffron Walden and Great Dunmow with the remainder being located at Key Service Centres.

Key Service Centres as defined in RSS are large villages with a good level of services which might include a primary school within the settlement and a secondary school within the settlement or easily accessible public transport; primary health care facilities; a range of retail and service provision capable of meeting day to day needs, local employment opportunities and frequent public transport to higher order settlements. Key service centres in Uttlesford would therefore be

- Newport
- Stansted Mountfitchet
- Elsenham
- Thaxted
- Great Chesterford.
- Takeley

Hatfield Heath would also fit the criteria as a key service centre but is located in the Green Belt. It is considered that the housing requirement can be met without the need to amend the green belt boundary and therefore proposed core strategy policy is to retain the Green Belt as currently adopted. Hatfield Heath has therefore not been considered within the option 2.

The findings of the Historic and Environmental Characterisation Assessments for the villages with conservation areas has assisted in the following suggested distribution.

Great Dunmow • Between Chelmsford Road and Ongar Road • West Dunmow, between B1256 & Flitch Way	1000
Saffron Walden • Redevelopment sites with in town • Between Thaxted road and Radwinter road	1200

Newport • West of London Road • North of Bury Water Lane	200
Stansted Mountfitchet • North of Catholic Church	30
Elsenham • West of Elsenham • South of Stansted Road	750
Thaxted • East of Wedow Road	60
Great Chesterford • London Road • South of Four Elms	80
Takeley/Little Canfield • North and/or East of Priors Green	750
	4070

The above distribution shows a short fall of about 130 units. This could either be made up by increasing the numbers in the market towns and key service centres or looking to development in the villages.

#### The Role of other villages

A number of Parish Councils have expressed support for limited development in their village to enable the provision of affordable housing and support of existing services. This can be planned for in one of two ways.

1. A policy listing the criteria by which applications for minor residential development would be judged including the level of existing services available.
2. Policies listing specific villages and the indicative scale of development which would be allowed. For example
  - Group Villages (Residential development & redevelopment up to an indicative maximum scheme size of a group of 10 dwellings)
  - Infill Villages (infill development – redevelopment or subdivision of not more than 2 dwellings (indicative max)).



**Option 3 Growth split over a hierarchy of settlements and the start of new settlement.**

A third option would be to decrease the scale of development in some of the settlements proposed in option 2 and reallocate the growth to the site for a new settlement to the north east of Elsenham. This option would not plan for the full provision of a new settlement within this plan period but would create a development integrated into Elsenham but with the opportunity for further development post 2024. Elsenham is considered the better location for such development because of its location on the West Anglia Rail corridor.

### **Consideration of Assessment against representations received.**

When looking at the statistics of the representations received on the growth options there are a number of caveats to be born in mind. Firstly that many of the representors own or have an interest in a particular area of land. Secondly that in recording a representation it was linked to the most appropriate growth option and therefore does not necessarily mean that the representator would disregard other options.

Distributing development across a range of settlements was the option with the most support. This option also scored well against the objectives and is being proposed for further consideration.

Distributing development solely in the villages was the second most favoured option. However further public consultation has been carried out with the Parish Council directly and through the Area Panels in July 2007 where the opinion has been that for the majority of villages only development of in the order of 10 houses would be acceptable in view of existing services and impact on village character. Many of the service providers objected to this options as it would have a significant financial cost to improve services in the villages to accommodate the development. The Council therefore considers that this option would not meet the requirement of the RSS but if chosen would result in a detrimental impact on the character of Uttlesford and a significant.

Development in the A120 and WAR corridors and splitting the development between the three main centres had above average support but also significant objection. The assessment that the corridor growth options should no longer be pursued but recognise that these options can be incorporated into distributing growth over a range of settlements, which was the option with the most support, is considered compatible with the view of the representations. Splitting the development between the three main settlements, scores well against the objectives and is supported by service providers and therefore it is considered should be given further consideration.

There was significant opposition to distributing development at one of the Districts main centres. Although this options scores well against the objectives the practical issue of there being sufficient deliverable land has been recognised and this option is not proposed for further consideration.

There was similar opposition to the option of a new settlement. There was significant objection from residents at Stebbing and neighbouring villages in Braintree District to a development at Andrewsfield. In deciding this options for further consideration, a new settlement is not being proposed but development to the east of Elsenham is being suggested as a means of reducing development at other villages whilst looking beyond 2024.

### Initial Sustainability Appraisal of the Core Strategy Options

White Young Green Environmental has undertaken a sustainability appraisal of the options for growth. Below is a summary of the results. The full appraisal can be found on the website. A summary was included in the Policy Choices and Options for Growth consultation document (January 2007). The results show that the sustainability implications of each of the options are very similar with no one option being far more sustainable than the other options.

- ✓ Option moving towards the achievement of Sustainability Appraisal objective
- ✗ Option moving away from achievement of Sustainability Appraisal objective
- ? Unknown: Depends on how the option will be implemented
- N Neutral: no relationship with Sustainability objective

	Sustainability Appraisal Objective	All development at Saffron Walden	All development at Great Dunmow	All development at Stansted Mountfitchet	Development split between the three largest centres	New settlement	Hierarchy of Settlements	West Anglian Rail Corridor	All development in Villages	A120 Corridor and Dumow
1	Enhance and conserve the countryside	X/?	X	X	X	X	X	X	X	X
2	Retain and enhance biodiversity	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X	✓/X
3	Conserve the historic built environment	X	✓/X	X	X	N	X	X	X	✓
4	Provide a high standard of design & maintenance for historic buildings and their surroundings	X	X	X	X	✓	X	X	X	✓

	<b>Sustainability Appraisal Objective</b>	<b>All development at Saffron Walden</b>	<b>All development at Great Dunmow</b>	<b>All development at Stansted Mountfitchet</b>	<b>Development split between the three largest centres</b>	<b>New settlement</b>	<b>Hierarchy of Settlements</b>	<b>West Anglian Rail Corridor</b>	<b>All development in Villages</b>	<b>A120 Corridor and Dumow</b>
5	Reduce and control noise	✓	✓	✓	X	X	X	X	X	X
6	Reduce & control pollution of air, water, and soil	X	X	X	X	X	X	X	X	X
7	Conserve energy & improve the efficient use of natural resources	X	X	X	X/?	X	X	X	X	X
8	deal with threats posed flooding	X/?	X/?	?	X/?	X/?	X/?	X/?	X/?	X/?
9	Reduce waste and increase recycling	X	X	X	X	X	X	X	X	X
10	Encourage the use of public transport, walking and cycling	✓	✓	✓	✓	X	✓	✓	✓	✓
11	Integrate modes of transport and contrate development and facilities in town centres	✓/X	✓/X	✓/X	✓	X	✓/X	X	X	X

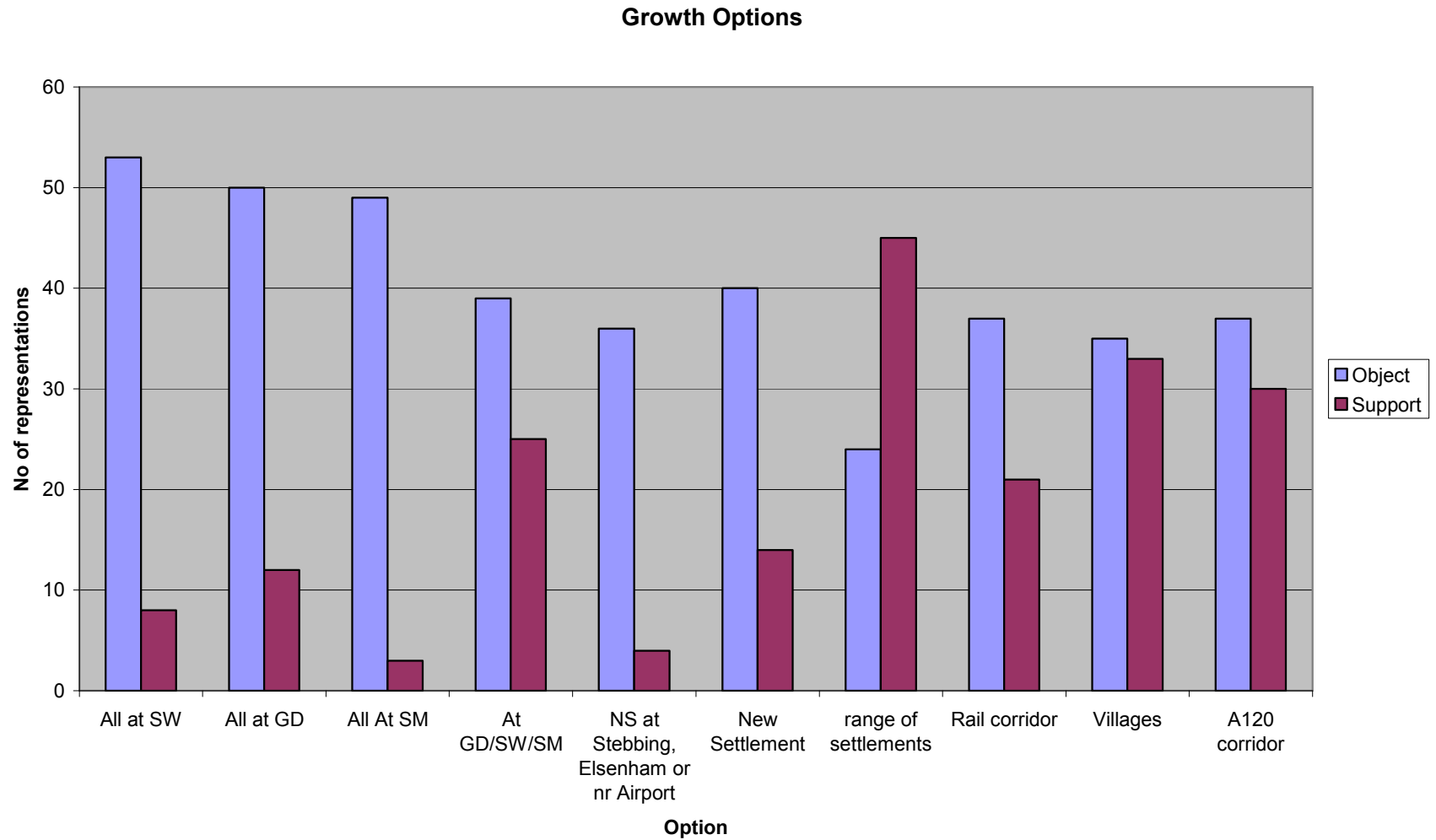
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12	Improve rural public transport	✓/?	X	X	X	X	X	X	X	✓
13	Reduce the number of road casualties and ensure ease of pedestrian movement especially for the disabled	X	X	X	X	X	X	X	X	X
14	Reduce the level of violent crime and burglary and fear of crime	X	X	✓	X	✓	X	✓	✓	✓
15	Reduce vandalism and anti-social behaviour- especially linked to drugs and alcohol	N	N	N	N	N	N	N	N	N
16	Improve access to healthcare facilities	✓/?	X	X	X	✓	✓	X/?	X/?	X
17	Improve sports and cultural facilities	X	X	X	X	X/?	X	X	X	X

	<b>Sustainability Appraisal Objective</b>	<b>All development at Saffron Walden</b>	<b>All development at Great Dunmow</b>	<b>All development at Stansted Mountfitchet</b>	<b>Development split between the three largest centres</b>	<b>New settlement</b>	<b>Hierarchy of Settlements</b>	<b>West Anglian Rail Corridor</b>	<b>All development in Villages</b>	<b>A120 Corridor and Dumow</b>
18	Improve services for young people	✓	✓	✓	✓	✓	✓/X	✓/X	✓/X	✓/X
19	Provide housing to meet local needs, housing for young people and low paid workers	✓	✓	✓	✓	✓	✓	✓	✓	✓
20	Reduce inequities between areas, promote social inclusion and support cultural identity	X	X	X	✓	X	✓	✓	✓/X	✓
21	Improve school leavers qualifications and training	✓	✓	✓	X/?	✓	X	X/?	X/?	✓/X
22	Help socially and environmentally responsible business growth	✓	✓	✓	✓	✓	✓	✓	✓	✓
23	Support rural economy and village facilities	X	X	X	X	✓	✓	✓	✓	✓

	<b>Sustainability Appraisal Objective</b>	<b>All development at Saffron Walden</b>	<b>All development at Great Dunmow</b>	<b>All development at Stansted Mountfitchet</b>	<b>Development split between the three largest centres</b>	<b>New settlement</b>	<b>Hierarchy of Settlements</b>	<b>West Anglian Rail Corridor</b>	<b>All development in Villages</b>	<b>A120 Corridor and Dumow</b>
24	Ensure the vitality of town centres	✓	✓	✓	✓	X	✓	X	✓	X
	✓									
	✓/?	9	7	8	7	8	7	6	6	9
	X	12	13	12	15	13	13	15	14	11
	X/?									
	✓/X	2	3	2	1	1	3	2	3	3
	N	1	1	1	1	2	1	1	1	1

**Appendix A**  
**Summary of representations received on Growth Options**





<b>Growth Option</b>	<b>Object</b>	<b>Support</b>	<b>Support with conditions</b>	<b>Observations</b>	<b>Total</b>
<b>Concentrate development at Saffron Walden</b>	53	6	2	1	62
<b>Concentrate development at Great Dunmow</b>	49	7	0	0	56
<b>Concentrate development at Stansted Mountfitchet</b>	49	4	0	2	55
<b>Concentrate development at Largest Centres</b>	39	19	6	1	65
<b>New settlement has to be 10,000 dwellings</b>	7	3	0	0	10
<b>New Settlements at Stebbing or Elsenham or Nr Airport</b>	37	2	2	4	45
<b>Assessment that this option not appropriate</b>	14	39	1	0	54
<b>Distribute development over range of settlements</b>	24	42	3	1	70
<b>Distribute along West Anglia Rail Corridor</b>	37	15	6	1	59
<b>Distribute development in villages</b>	36	31	4	1	71
<b>Distribute development along A120 Corridor</b>	37	26	4	3	70

**General observations**

- General concern about impact of scale of development on services/infrastructure
- Need to preserve character of existing settlements

- Need to locate development on good public transport links
- Concentration Option makes best use of existing transport hubs.
- Need to locate development close to employment centres
- Location of housing will depend on where residents will work – are they commuting out of district or local?
- Locate housing in vicinity of Airport in accordance with RSS
- Strategy must be consistent with RSS – SS policies
- Releasing land reserved for other uses should be resisted.
- Need a strategy which looks beyond 2021
- Need a strategy which will produce a development with a low carbon footprint.
- Cannot rely on one option as all have flaws.
- Proposing a wide range of options polarises the issues and ignores linkages between options.
- The choice of a wrong option could lead to the loss of local distinctiveness. Distributing development at a scale appropriate to each settlement will not result in the loss of settlement character.
- Option must be in accordance with regional policies SS4 (development in towns), E8 (Airports) and T7 (Transport in Rural areas).
- Not all permitted/allocated sites may be genuinely available.
- Need to increase housing delivery by increasing the availability of genuinely deliverable housing sites a number of which should be large sites.
- Need to ensure 5 year supply of housing land
- Need Strategic Housing Land Availability Assessment.
- Core strategy needs to be for 15 years from adoption ie 2009-2024 and therefore need to roll forward 400 dwlgs per year from 2021 to 2024 therefore looking for a total of 9200 units of which sites for 4200 need to be found.

### **Water Resources**

- Water supply and sewage are important factors for consideration.
- Water cycle studies study would help inform the development plan process, as well as firm up on the phasing of development to match the timing of increases in capacity at existing sewage treatment works (STWs) and possibly new STWs.

### **Highway Network**

- Increased congestion on M11 and A120 are important factors for consideration.
- Rise in cost of public transport fares will lead to increases in car use.

- Councils need to work with bus companies to improve services (not just pay lip-service to providing better services to reduce car use).

### **Developer Contributions**

- Important for developers to fund infrastructure to ensure proper development of new communities.
- Need to set out clearly what is expected of developer's contributions.
- Need to describe what scale of development may be subject to financial contribution.

### **Concentrating all development at Saffron Walden**

#### Reasons for objection

- Unlikely all 3000 units can be appropriately accommodated
- For the points raised under the Issues
- Impact on southern Cambridgeshire and in particular capacity of A1301 (A1307??)
- Detrimental impact on regeneration plans for Haverhill
- Detrimental to growth of other settlements
- Deprive other areas of affordable housing
- Inadequate local employment therefore lead to increased journeys
- Unlikely to achieve delivery rates
- Would not support employment growth at Airport.
- Existing secondary school can not accommodate growth (ECC)
- Unlikely to provide sustainable transport (ECC)
- Problematic to deliver and implement health infrastructure in the short term and development needs of other settlements would be compromised (PCT)
- No solution beyond 2021
- Employment land should only be allowed to change to residential use if it can clearly be demonstrated it is no longer suitable.

#### Reasons for Support

- Range of existing services
- reduce the need for people to travel

- encourage a sustainable transport pattern
- existing organic growth creating demand for additional housing and employment

#### New Issues raised

- No safe foot/cycle route to railway station
- Restricted access to M11 at Junction9
- Edge of town retail development will reduce viability of town centre
- No mention of Castle/museum as part of Historic Environment.
- Extensive and important archaeological deposits exist
- Issue SW11 should read "...land west of Little Walden Road which is in the flood plain".
- Further studies required to assess capacity of STW. (EA)

#### **Concentrating all development at Great Dunmow**

##### Reasons for Objection

- Pressure on services and facilities
- Impact on historic fabric
- Already had/having significant development
- No links to rail service
- Capacity to absorb scale of development – environmentally/build form/socially/employment
- Will limit development opportunities/sustainability of other settlements and therefore increase need for journeys.
- Will not address local housing need across district.
- Inappropriate development densities may be needed to achieve growth in housing.
- Unnecessary pressure placed on land allocated for other purposes.
- Ability of transport infrastructure to cope (even with some improvements)
- Deliverability
- Existing secondary school can not accommodate growth (ECC)
- Unlikely to provide sustainable transport (ECC)
- Problematic to deliver and implement health infrastructure in the short term and development needs of other settlements would be compromised (PCT)
- No solution beyond 2021

#### Reasons for Support

- Link to strategic road network – will support sustainable transport modes
- Infrastructure and facilities provided as part of development to serve the immediate community
- Important employment centre – support local economy
- Encourage sustainable relationship between housing and employment and therefore reduce journeys
- Existing and bypass roads reduce direct adverse effect on historic town centre
- Proximity to airport
- Development of new school a viable option
- Support for development of smaller greenfields around town.

#### New Issues raised

- If NW bypass completed traffic management measures needed to ensure town centre benefits
- Employment within Dunmow is very limited and generally offers lower paid jobs making house purchase difficult
- Edge of town retail development will reduce viability of town centre
- Importance to consider the contribution the open and green spaces within the town make to the character.
- Increase in vandalism and disturbance which comes with a larger population
- The flooding in this area determined to be greater than the 1 in 100 year event (EA)

#### **Concentrating all development at Stansted Mountfitchet**

##### Reasons for Objection

- Conflict with MGB policy
- Congestion on B1383
- Deficit in sports and play space
- Landscape sensitivity
- Impact on historic town
- Limited capacity for new shops in town centre & proximity to BS makes new shops less viable – lead to more journeys
- Already accommodating development at Rochfords
- Capacity of railway
- Existing secondary school can not accommodate growth (ECC)
- Unlikely to provide sustainable transport (ECC)

- Problematic to deliver and implement health infrastructure in the short term and development needs of other settlements would be compromised (PCT)
- No solution beyond 2021

Support

- Links to M11/A120

**Concentrate development in three centres**

Reason for Objection

- Inadequate services – limited capacity of town centres
- Level of expansion would not provide improvement to services and facilities needed
- Already taking extensive amount of development
- Impact on character.
- No solution beyond 2021

Reasons for Support

- Create sustainable settlements
- Capable of offering access to jobs, services and community facilities
- Deliverability
- Consistent with RSS
- Reduce impact on each settlement

Option Supported by

Anglian Water Services

National Trust

ECC (still some issue of inadequate space at existing schools and scale of development in each settlement not make new schools viable)

Highways Agency

Environment Agency

**New Settlement**

Reasons for objection

- Lead in time for delivery
- 3000 not provide sustainable community. Would not support own jobs, schools, services etc and therefore lead to increased journeys.
- New settlement needs to be 5000-10,000, if smaller is dormitory village.
- Contrary to RSS
- Detrimental impact on rural character of area
- Place unacceptable pressure on roads, schools, hospitals
- Coalescence
- Contrary to proposed strategic objectives of core strategy

#### Reasons for support

- Can be less than 10,000
- Look to linked, networked (high quality public transport) new settlement forming a cluster of settlements of 5-10,000 units.
- Sustainable long term solution - capacity to expand and look beyond 2021
- Must be located on major transport route
- Achieve Eco-settlement
- Overcome issues of adding to congestion in other settlements, school capacity.
- Potential for joint project with Braintree District Council
- Protect historic settlements from urbanisation

#### New Issues raised

- Location should have easy access to railway station.
- Feasibility work on the provision of public transport based on an orbital route running both clockwise and anti-clockwise linking Elsenham with Stansted Mountfitchet, Bishop's Stortford and Stansted Airport indicates that growth of around 1500-1800 dwellings can support a 20 minute frequency on this route (in both directions) 6 days a week with a reduced service on a Sunday. With appropriate timetabling this would provide a bus to Bishop's Stortford every 10 minutes.
- A new settlement will allow for the design of Home Zones.
- Development at Stebbing would not be able to link into the A120 at an existing junction.
- With a new settlement employment land can be planned to take into account transport access to major routes
- View that growth of 4,200 houses can support a significant range of shops and services such as a full range of shops, restaurants, formal and informal recreational facilities, a new health centre and dental practice, community and faith buildings and libraries etc.



Taking account of the existing 900 or so households [in Elsenham] this creates a viable and sustainable critical mass to support a robust range of services.

- Data indicates that Stebbing area is one of high, possibly exceptional, diversity and therefore particularly susceptible to change caused by development.

### **Distribute over a range of settlements**

#### Reasons for objection

- Does not generate critical mass to deliver services and facilities
- More difficult to achieve planning gains
- Increase journeys
- Difficult to solve issue of inadequate space at existing schools and scale of development in each settlement not make new schools viable.
- Need to put large scale housing adjacent to settlements with services and facilities
- Would not support much needed social and physical infrastructure necessary to accommodate major growth.

#### Reasons for Support

- Spread across settlements with necessary infrastructure
- Social housing available through range of settlements
- Support village infrastructure
- Support rural economy
- Retain rurality – avoid large scale development in one location
- Road infrastructure not overburdened in one particular area
- Environmental impact of development minimised
- Recognises role of market towns and villages in line with RSS
- Greater choice of housing and where to live.
- Allows for development pressures to be absorbed more evenly with less strain on existing services, but allowing for new provision to be phased with significant growth. It would also allow smaller scale locally generated growth to be provided throughout the District without dispersing the main concentrations of development, which should be located at key larger settlements.

The preferred strategic approach also allows for key improvements to transport, social and green infrastructure to be made. In this

way, the lag in provision of community facilities including health care in particular, due to funding structures and associated lack of capacity may be more effectively addressed through a combination of manageable phasing requirements and public and private sector funding. (PCT)

Other permutations suggested.

- Spread over hierarchy but with new large development taking bulk of houses
- Object to hierarchy other than allowing village infill.
- Mixture of concentrated and dispersed.

### **Development along West Anglia rail corridor**

Reasons for Objection

- Limited capacity to integrate into transport network and improve public transport – increase platform lengths therefore increase car journeys
- Impact on historic settlements
- Difficult to solve issue of inadequate space at existing schools and scale of development in each settlement not make new schools viable.
- Infrastructure already overloaded.
- No critical mass to achieve infrastructure improvements
- Coalescence
- Skew development to west of district
- Facilitate out commuting.
- Ambitious for all 3000 but scope for significant contribution.

Reasons for support

- Main line railway stations
- Principle bus routes
- Transport links to employment sites outside district.

New Issues raised

- No dedicated cycle routes between Gt Chesterford and Saffron Walden and many of the roads are too narrow to be adapted.

## **Development in Villages**

### Reasons for objection

- Lead to unsympathetic and unsustainable communities
- Past experience shows incremental expansion of allocations not sustainable in transport terms
- No critical mass to provide physical and social infrastructure
- Damage character of villages
- Long term burden on schools transport budget
- Contrary to PPS3 and RSS
- Development of Greenfield sites
- Major adverse effect on maximum number of communities
- Uncertainty of deliverability.
- No/few existing services/facilities

### Reasons for support

- Support village services
- Provide affordable housing in villages
- Strengthen rural communities
- District Council seems to loose control over large developments

### Other Comments

- Scale of development dependant upon services
- Some villages have a role but all development in villages inappropriate.

### New Issues raised

- Clarify that in the results of Arkesden Parish Plan there was a further 16% who wanted only conversion of existing, which results in a total of 46% who wanted no NEW development and a total of 99% who wanted no significant development in the village.

## **A120 Corridor**

#### Reasons for Objection

- Oakwood park already too big
- Scale of development already planned
- Coalescence
- No rationale for aligning growth with A120 – its simply a road
- Pressure on existing services and facilities
- Detrimental to character of countryside and settlements
- Lead to increase car journeys – out commuting to Chelmsford and Colchester
- Scale of development not certain of delivering infrastructure.
- Takes development away from villages. Limits choice of where to live.
- Contrary to planning policy,
- Difficult to solve issue of inadequate space at existing schools and scale of development in each settlement not make new schools viable

#### Reasons for Support

- Accessibility and connectivity of road
- Links to airport and other employment opportunities
- Support existing settlements
- Consolidate public transport role of B1256
- Corridor a good location for employment development with the motorway and trunk road access being important to businesses.

#### New Issues Raised

- The hourly bus service links VERY POORLY with the Stansted Express service, finishing at 6pm, which for London workers can frequently result in over an hour wait at Stansted for a bus.
  - It would probably be useful if the bus services the other way linked to train services from Chelmsford or Braintree, which is not currently viable.

#### Other Options Suggested

- Close to Haverhill with employment centre at Haverhill and route into Cambridge
- Herts/Essex/Cambs border
- Uttlesford/Braintree border

- Combination of options 1a, 2a and 2c (SW/GD/Villages)
- Dual Centred town (Create second centre with own retail centre adjacent to existing town.)
- Maximise land within urban areas, appropriate infill in towns/villages and bulk in New Settlement.
- Release surplus industrial land adjacent River Stort.
- A combination of options 2a and 2b (focussed dispersal). This has the benefits of accessibility and transport links, increasing the potential for airport workers to live locally, deliverability, achieve community benefits.

Summary of Stakeholder Comments from Essex County Council and Environment Agency

	<b>Planning policy</b>	<b>Education</b>	<b>Transport</b>	<b>Sewage</b>
1a-Concentrate Saffron Walden	Has some merit but the evidence to support concentration is weak	This option could not be supported on the basis that SW County High could not cope with or be expanded to cope with additional pupils on their current site.	Unlikely to provide a sustainable transport option	Existing sewers are at capacity, we would have considerable reservations over any new developments that discharged to watercourses in this vicinity and the potential harmful impacts on the quality of the river environment.
1b-Concentrate Great Dunmow	Has some merit but the evidence to support concentration is weak	Limited further expansion of Helena Romanes is possible but not to cope with 2,000 homes.	Unlikely to provide a sustainable transport option	
1c-Concentrate Stansted Mountfitchet	Has some merit but the evidence to support concentration is weak	Expansion of Mountfitchet High to accommodate 2,000 homes would be viable but only with some additional site area.	Unlikely to provide a sustainable transport option	More environmental suitability for transfer of any increased sewage flows to Bishop's Stortford STWs. Preferable to see no significant increase in sewage effluent input at Stansted STW or potential harmful impacts on the quality of the river environment
1d-Concentrate development in largest centres	All factors being equal, this strategy is preferred	As per comment on 1a any expansion of SW County High would be extremely difficult. Some limited expansion of Helena Romanes may be possible while Mountfitchet offers the greatest opportunity to expand.	Preferred transport solution	A suitable option as reduces the environmental impact from concentrations of development at single sites.
1e- Concentrate development in a single new settlement	Against policy in RSS, impact on existing settlements negative, scale and implementation issues	A new settlement of 3,000+ family homes could allow the establishment of a new secondary school and with sufficient site area this could cater for future growth demands post 2021.	Insufficient scale to provide proper and sustainable transport solution	Sewage flows from development in the Takeley or Stansted area could flow to Bishop's Stortford treatment works, or via Takeley and onward transfer to Rye Meads STW - Preferable for no further increases in organic

				loading to the headwaters of the Pincey Brook.
2a-Distribute development over a range of settlements	Spreading development is primarily unsustainable	As stated the capacity of each village primary would need to be taken into account. Difficult to comment on without more precise detail	Not Sustainable in Transport Terms	Smaller STW may struggle to accommodate additional development. Costly to upgrade a number of works.
2b-Distribute development along the West Anglia Rail Corridor	This option would skew development to the west of the District	As per comments on 1d, a significant allocation to Stansted Mountfitchet could be accommodated with appropriate expansion of the secondary school and a new primary. The suggested element within the catchment of SW County High would again be very problematic.	Not supported because of capacity constraints on the railway and lack of planned rail investment	more appropriate for transfer of any increased sewage flows to Bishop's Stortford treatment works
2c-Distribute all the development in villages around the District	This would be contrary to planning policy and be unsustainable	This option would place a long term burden on the secondary school transport budget and under scenario (i) would have the same effect on primary.	Not Sustainable in Transport Terms	Smaller STW may struggle to accommodate additional development. Costly to upgrade a number of works.
2d-Distribute development along the A120 Corridor and at Great Dunmow	A strategy based on a road corridor irrespective of settlement structure is unsustainable	Not supported	Not Sustainable in Transport Terms	Spread discharge between a number of rivers. Costly to upgrade a number of works.