

## **SCRUTINY COMMITTEE – 3 OCTOBER – AGENDA ITEM NO.4**

Local Development Framework – Core Strategy Policy Choices and Options for Growth

Environment, Item 4

<b>Committee:</b>	Environment	<b>Agenda Item</b>
<b>Date:</b>	4 September 2007	<b>4</b>
<b>Title:</b>	<b>Local Development Framework – Core Strategy Policy Choices and Options for Growth</b>	
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### **Summary**

Reports on the results of the consultation on the Policy Choices and Options for Growth which took place in January 2007 and puts forward proposed policies and growth options for Members to decide the Council's preferred option which will be the subject of further consultation.

### **Recommendations**

1. To approve for consultation the amended vision statement, objectives and policies with particular reference to the policy choices listed in paragraph 6
2. To approve the 3 growth options for further consideration and identify one option as the Council's preferred spatial strategy.
3. Members should refer to the Assessment of Growth Options background paper.

### **Background Papers**

Summary of representations and recommendations

Assessment of Growth Options

Housing Supply at April 2007;

Background studies as listed in paragraph 8

### **Impact**

Communication/Consultation	In accordance with adopted SCI
Community Safety	n/a
Equalities	Policies ensure that no group is

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	disadvantaged.
Finance	To be actioned within budgetary constraints
Human Rights	n/a
Legal implications	Need to continue to comply with Town & Country Planning (Local Development)(England) Regulations 2004
Sustainability	Process has been and will continue to be subject to Sustainability Appraisal
Ward-specific impacts	All
Workforce/Workplace	none

#### **Situation**

- 1 The Council started preparing the Core Strategy in 2006. It has consulted members of the public and key stakeholders on the issues facing the district and the options to resolve those issues, in accordance with the adopted Statement of Community Involvement. This has involved workshops in April 2006, a district wide questionnaire in July 2006 and the Policy Choices and Options for Growth Consultation document in February 2007. Accompanying this, Officers have attended meetings with a wide variety of local organisations and the Area Panels.
- 2 The Policy Choices and Options for Growth 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>.
- 3 The Council is now at the stage where it has to consider the various options and indicate its preferred option for the future development of the district up to 2021 as a basis for further consultation.
- 4 Officers have considered the representations made and amended the policies as considered appropriate and identified three growth options worthy of further consideration. A report summarising the representations received has been prepared. This report gives officer's recommended changes in response to the comments received. As part of the ongoing development of the Core Strategy officers have also looked again at the vision statements, objectives and policies and are suggesting additional changes which will try and remove duplication and reduce the overall number of policies to produce a more concise and focussed preferred options document.

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- 5 The Vision Statement and list of objectives and policies recommended for consultation are appended to this report:-
- 6 As far as policies are concerned, whilst there is scope for their refinement, the issues where there are key choices are few in number. These are identified in the following table.

### **1. Employment growth**

The proposed vision statement, which attracted overall support, stated that by 2021 “Facilities exist for companies to grow without leaving Uttlesford”. This implies a focus on the needs of companies already in the district and not on capitalising the potential to attract inward investment, as sought in some representations. An alternative vision statement is “Facilities exist for companies to grow in Uttlesford.” Officers’ recommendation is that the latter is preferred as providing a better fit with the East of England Plan.

### **2. Core Strategy Policy E2 Employment Strategy**

There is a choice to be made between allowing the relocation and growth of firms to take place on sites beyond development limits where justified and assessed against sustainability policy criteria, or specifically allocating sites for relocation and growth. Officers’ recommendation is that a combination of both approaches should be the preferred option as this is the most likely way of achieving the vision statement.

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### **3. Housing Provision**

In light of the Officer's recommended three options for growth the following policy is recommended which will be points 1-3 or 1-5 depending which is the Council's preferred option.

The District Council will make provision for 9672 new homes in Uttlesford during the period 2001 to 2024 in locations in the following order of preference.

Option 1	Option 2 or 3	1. Committed urban/settlement expansion at Rochford Nurseries Birchanger/Stansted Mountfitchet; Priors Green, Takeley/Little Canfield; Woodlands Park, Great Dunmow; and Oakwood Park (Fritch Green), Little Dunmow
		2. Committed and proposed redevelopment sites within Saffron Walden, Great Dunmow and Stansted Mountfitchet.
		3. On the edge of Saffron Walden and Great Dunmow
		4. On the edge of Key Service Centres of Elsenham; Great Chesterford; Newport; Stansted Mountfitchet and Thaxted
		5. In other villages

### **4. Development in Villages**

- Development in villages can be planned for in two ways. This can be planned for in one of two ways. Officer's recommend the first method.
  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 based on the level of services in the village 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)).

### **5. Affordable housing**

Current policy is to require housing development of 15 units or over or 0.5 ha and over to provide 40% affordable housing. This policy was justified by the Council's Housing Needs Survey. Officers' recommendation is that there is no change to this policy until studies show otherwise.

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### **6. Infrastructure**

There is an in principle choice between a “roof tax” approach and specifying on a site by site basis infrastructure funding contributions. At present, the emerging core strategy assumes the latter route. Infrastructure planning work on the options that progress to the next stage will inform this issue.

### **7. Stansted Airport**

There are three alternative approaches: a) plan for the delivery of the Air Transport White Paper policies; b) plan on the basis of the current planning consent or c) ensure that the core strategy is consistent with a two runway airport whilst making it clear that the Council continues to object to the government’s policy. Officers’ recommendation is that the core strategy cannot proceed on the basis of the current planning consent.

### **8. Retail Strategy**

There is a choice to be made between accepting that there are limited opportunities for new shops to be built in any of the town centres and that expenditure will be lost to larger shopping centres outside the District or to allow shops on the edge of town or expansion of edge of town supermarkets.

### **9. Countryside Protection Zone**

The current extent of the Countryside Protection Zone is inconsistent with national policy as expressed in the Air Transport White Paper. If a CPZ is so feature in the core strategy it will need to reflect an airport boundary related to a wide spaced two runway layout.

- 7 In relation to the housing strategy, the East of England Plan requires the District to make a minimum dwelling provision of 8000 houses between 2001 and 2021 and to plan for a continuous delivery of housing for at least 15 years from the date of adoption. The Core Strategy is to be adopted in 2009 and therefore assuming the annual average rate of completion is rolled forward the Council needs to make a minimum dwelling provision of 9290 dwellings between 2001 and 2024. Taking into account the number of dwellings already completed; unimplemented planning permission on urban/settlement expansion sites other sites that the Council is confident will be built within the plan period, an outstanding requirement to be identified in the Core Strategy of 3824 dwellings results. Allowing an additional 10% for sites which may not come forward means that preferred growth option needs to make provision for 4200 dwellings.
- 8 As well as considering the results of the public consultation the Council has undertaken a wide range of additional studies.
- Retail Study (Hepher Dixon 2005)
  - Appraisal of Employment Land Issues (PACEC 2006)
  - Landscape Character Assessment (Chris Blandford Associates 2006)

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- Green Space Audit (UDC 2006)
- Historic Settlement Character Assessment (August 2007)
- Strategic Flood Risk Assessment (JBA final report Aug 2007)
- Wildlife Site Review (ECCOS final report Sept 2007)

The Council has also consulted key stakeholders such as Essex County Council, Primary Care Trust and water utilities.

- 9 Background documents to the Core Strategy also include studies commissioned by the Highways Agency in relation to the East of England Plan and the Department of Transport's Rail White Paper Delivering a Sustainable Railway and its accompanying High Level Output Specification, the latter both published in July. These provide some insight into future conditions on the strategic rail and road network as a context for decisions about the appropriate spatial strategy for Uttlesford. Their key message is that there will be peak period congestion on relevant links of the A120 and M11 and that the Government is planning for a substantial increase in rail passenger kilometres on the West Anglia line by 2014. M11 improvements J6-8 as part of the Stansted Generation 2 Surface Access Strategy would provide more capacity on the strategic highway network but demand management is an integral element of the national thinking. Locating development where there are public transport alternatives to the private car is an important contribution that the core strategy can make to moderating growth in demand.
- 10 Members of the East Area Panel specifically requested that more work be undertaken to ascertain the capacity of different settlements to take further development, and the infrastructure required. The overriding findings of these studies and the responses from key stakeholders are that, for the scale of development to be planned for in Uttlesford, there is little or no spare capacity. Further infrastructure planning work and highways impact assessment will need to be done on the options to be taken forward to the next stage
- 11 In 1999 the Urban Task Force published its final report *Towards and Urban Renaissance*. The report includes a table identifying the catchment population needed to support various facilities. It is only indicative and based upon city-scale urban areas but it gives an insight into the scale of development required to support certain facilities.

<b>Possible Facilities – Catchment population</b>		
Local hubs	Primary School	2,500 – 4,000
	Doctor	2,500 – 3,000
	Corner Shop	2,500 – 5,000
Neighbourhood	Community offices	7,500
	Community centre	7,000 – 15,000

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	Pub	5,000 – 7,000
	Post Office	5,000 – 10,000
District or Town	Sports Centre	25,000 – 40,000
	District Centre	25,000 – 40,000
	Library	12,000 – 30,000
	Health Centre	9,000 – 12,000
City facilities	Stadium	City
	Cathedral	City
	City Hall	City
	Theatre	City
Source: Final report of the Urban Task Force 'Towards an Urban Renaissance (1999)		

- 12 Taking into account the results of the studies, the representations received, the sustainability appraisal, an assessment of the options against the objectives it is considered that the following options should not be considered further

- ✗ All development to take place in the villages
- ✗ All development to take place in the A120 corridor
- ✗ All development to take place in the West Anglia Rail Corridor
- ✗ All development to take place in Saffron Walden, or Great Dunmow or Stansted Mountfitchet.

And the following three options should be considered further

- ✓ 1. Development to be split between Saffron Walden, Great Dunmow, and Stansted Mountfitchet
- ✓ 2. Development located over a hierarchy of settlements
- ✓ 3. New Settlement

The background paper Assessment of Growth Options provides more detail as to the reasoning behind this recommendation and should form the basis of considering the preferred option of the three.

- 13 **Option 1** would involve distributing development between the District's three main settlements.

1600 dwellings at	Saffron Walden on redevelopment sites within the town including active employment land and greenfield sites between Radwinter Road and Thaxted Road.
2130 dwellings at	Great Dunmow on proposed employment land at

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	Chelmsford Road; land at Ongar Road and land to the west between the B1256 and the Fritchway.
470 dwellings at	Stansted Mountfitchet on land to the north of the village

Additional employment land would need to be identified in each of the settlements. New primary schools would be needed. Subject to finances becoming available to purchase more land, the new school planned at Rochford Nurseries, Stansted Mountfitchet has the potential to be expanded. Provision of secondary school accommodation would be more difficult. The further views of ECC Schools service will be particularly sought. Significant development at Saffron Walden would allow a road linking Radwinter Road with Thaxted Road. There are limited opportunities for new shops to be built in any of the town centres. The Council will therefore need to take a view on the retail strategy for the District. This would be either to allow shops on the edge of town or expansion of edge of town supermarkets or to accept that expenditure will be lost to larger shopping centres outside the District. New doctors' surgeries would be needed. The developments would need to provide appropriate sport and play space, either within the developments or by supporting the provision elsewhere in the town. Development would be able to connect to existing Wastewater Treatment Works (WwTW) in each of the settlements.

- 14 **Option 2** would involve distributing the development across a hierarchy of settlements. The settlements identified are considered key service centres as defined in the East of England Plan

Great Dunmow • Between Chelmsford Road and Ongar Road • West Dunmow, between B1256 & Fritch 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



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Great Chesterford <ul style="list-style-type: none"> <li>• London Road</li> <li>• South of Four Elms</li> </ul>	80
Priors Green, Little Canfield/Takeley <ul style="list-style-type: none"> <li>• North and/or East of Priors Green</li> </ul>	750
Villages	130

- 15 Additional employment land would need to be identified in Great Dunmow, Saffron Walden, Elsenham and Takeley. New primary schools would be needed at Great Dunmow, Saffron Walden Elsenham and Takeley. Provision of secondary school accommodation would be more difficult. Subject to obtaining additional land there is capacity to expand Mountfitchet Mathematics & Computing College and there is limited capacity to expand Helena Romanes School. The further views of ECC Schools service will be particularly sought. Development to the south west of Saffron Walden would allow a road linking Radwinter Road with Thaxted Road. There are limited opportunities for new shops to be built in Saffron Walden or Great Dunmow. The Council will therefore need to take a view on the retail strategy for the District. This would be either to allow shops on the edge of town or expansion of edge of town supermarkets or to accept that expenditure will be lost to larger shopping centres outside the District. The scale of development at the other settlements is below the suggested threshold to make a new shop viable, however as the developments are building on an existing population, and depending on the relationship to existing shops, a small convenience shop could be provided as part of the development at Elsenham, development would increase the viability of the proposed village centre at Priors Green and would support the viability of existing shops in the remaining villages. New or expanded doctors' surgeries would be needed at Great Dunmow, Saffron Walden and Takeley, with the expansion of existing surgeries needed at the other settlements. The further comments of the PCT will be sought. The developments at Great Dunmow, Saffron Walden, Elsenham and Takeley would need to provide appropriate sport and play space either within the developments or support the provision elsewhere in the town. Appropriate play space would be needed in the remaining developments. Development would be able to connect to existing Wastewater Treatment Works (WwTW) although upgrading may be needed.
- 16 **Option 3** – would involve distributing development across a similar hierarchy of settlements with significantly less development at Little Canfield and a significant increase in development at Elsenham as the start of a new settlement

Great Dunmow <ul style="list-style-type: none"> <li>• Between Chelmsford Road and Ongar Road</li> <li>• West Dunmow, between B1256 &amp; Flich Way</li> </ul>	1000
Saffron Walden	1200

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<ul style="list-style-type: none"> <li>• Redevelopment sites with in town</li> <li>• Between Thaxted road and Radwinter road</li> </ul>	
Newport <ul style="list-style-type: none"> <li>• West of London Road</li> </ul>	200
Stansted Mountfitchet <ul style="list-style-type: none"> <li>• North of Catholic Church</li> </ul>	30
Elsenham <ul style="list-style-type: none"> <li>• North east of Elsenham</li> </ul>	1440
Thaxted <ul style="list-style-type: none"> <li>• East of Wedow Road</li> </ul>	60
Great Chesterford <ul style="list-style-type: none"> <li>• South of Four Elms</li> </ul>	80
Little Canfield (Takeley) <ul style="list-style-type: none"> <li>• South of B1256</li> </ul>	60
Villages	130

- 17 Additional employment land would need to be identified in Great Dunmow, Saffron Walden, Elsenham and Takeley. New primary schools would be needed at Great Dunmow, Saffron Walden, and Elsenham. Provision of secondary school accommodation would be more difficult. Subject to obtaining additional land there is capacity to expand Mountfitchet Mathematics & Computing College and there is limited capacity to expand Helena Romanes School. In the long term, a new settlement of at least 3000 homes north east of Elsenham would make a new secondary school viable. The further views of ECC Schools service will be particularly sought. Development to the south west of Saffron Walden would allow a road linking Radwinter Road with Thaxted Road. There are limited opportunities for new shops to be built in Saffron Walden or Great Dunmow. The Council will therefore need to take a view on the retail strategy for the District. This would be either to allow shops on the edge of town or expansion of edge of town supermarkets or to accept that expenditure will be lost to larger shopping centres outside the District. Development to the north east of Elsenham would need to include a mixed use centre to form in the long term the heart of the new community. The scale of development at the other settlements is below the suggested threshold to make a small shop viable, however the developments would support the viability of existing shops. New or expanded doctors' surgeries would be needed at Great Dunmow, Saffron Walden and Elsenham, with the expansion of existing surgeries needed at the other settlements. The comments of the PCT will be sought. The developments at Great Dunmow, Saffron Walden, and Elsenham would need to provide appropriate sport and play space either within the developments or support the provision elsewhere in the settlement. Appropriate play space would be needed in the remaining developments. Development would be able to

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connect to existing Wastewater Treatment Works (WwTW) although upgrading may be needed.

### **Risk Analysis**

Risk	Likelihood	Impact	Mitigating actions
<b>That Committee does not approve a preferred option for consultation</b>	<b>low</b>	<b>Delay in LDF timetable having an impact on planning delivery grant.</b>  <b>If the Council is unable to show that sufficient housing land has been identified it will need to consider favourably planning applications for housing, having regard to the policies in PPS3.</b>	

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### **APPENDIX – Vision Statement and list of objectives and policies**

Following the consultation and officers further consideration changes to the vision statement and the resulting objectives and policies are being suggested as follows: Changes to the Vision Statement are shown in bold and with a strike through.

#### **Vision Statement**

By 2021 ...

Uttlesford will enjoy a sustainably high quality of life in which the benefits of the unique character of the district are equally available to all residents, workers and visitors.

- Facilities will exist for companies to grow ~~without leaving~~ in Uttlesford
- There will be convenient, comfortable, safe and affordable alternatives to private transport whether by bus or rail **servicing the settlements of.....**  
~~Public transport is high quality, frequent, takes priority on our road network, operates 18 hours per day and is affordable/free~~
- A network of footpaths and cycle paths will exist throughout the District
- The houses and facilities people need will be available and affordable locally
- **New housing developments have been concentrated on relatively few sites to enable the provision of the maximum level of public service infrastructure.**
- Our countryside, its ~~biodiversity~~ **habitats**, agricultural, cultural and visual qualities will be protected and accessible to all
- **The local distinctiveness and historic character of** our towns and villages **will be preserved and enhanced and they will** continue to be separate entities with green space between them
- The District's high quality natural **and historic** environment ~~high levels of~~ and **richness in** biodiversity **will** have been maintained **and environments requiring improvement will have been** enhanced
- **The vitality and viability of** our towns **will have been maintained and enhanced and they** are safe, clean and attractive places.
- All development will be as close to carbon neutral as possible
- Water supplies and demand will be managed to a sustainable balance
- 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
- There will be accessible, high quality health services and effective promotion of healthy living will mean that healthy lifestyles are available to all.

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### **Theme 1 - Economy and Employment**

#### **Objective: Employment Growth**

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 sustainable locations that will meet the anticipated needs and aspirations of businesses

#### **Objective: Employment Opportunities Related to the Airport**

Opportunities for catalytic Employment Growth related to the airport

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#### **Policy: Employment Strategy**

*New and existing employment will be supported by:*

- *Identifying .....ha of additional employment land in site allocations DPDs*
- *Safeguarding land within the Stansted Airport site for operational and directly associated airport employment as set out in the RSS*
- *Safeguarding existing employment sites where they remain appropriate in sustainability terms*
- *Allocating land in DPDs at Saffron Walden for B1 development.*
- *Allocating land in DPDs for B2/B8 industrial/warehousing close to the M11 and Stansted*
- *Allocating land in DPDs for B1 research and development*
- *Supporting alternative work practices that reduce the need to travel, including working from home*
- *Allowing the relocation and growth of firms to take place on sites beyond development limits. Sites will need to be justified and assessed against sustainable policy criteria set out in other DPDs*

### **Theme 2 - Getting Around**

#### **Objective: Reducing Car Travel**

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.

#### **Objective: Walking and Cycling**

Existing cycle routes and footpaths will be protected and improved. New routes will be provided as part of new developments, which will improve network connectivity making it easier for people to walk and cycle

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### ***Policy: Accessible Development***

*New development should be accessible by public transport, and supports means of transport other than the car with high quality pedestrian and cycle links to services and facilities*

### **Theme 3 – District Character**

#### **Objective: Housing Provision**

To meet the housing requirement for Uttlesford as set out in the East of England Plan and 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.

#### **Objective: Infrastructure**

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

#### **Policy: The Housing Strategy**

*The housing strategy will:*

- *Provide for 9,672 new homes between 2001 and 2024*
- *require the provision of an element of affordable housing by securing 40% affordable housing in schemes of 15 units or more or sites of 0.5ha or above*
- *make provision for affordable housing for local people in rural areas by permitting exception sites for 100% affordable housing on certain sites when provided in association with a Registered Social Landlord.*
- *provide housing to meet other housing needs such as key workers, the disabled, elderly and agricultural workers*
- *provide for Gypsies, Travellers and Travelling show people*

#### **Policy: Infrastructure**

*Make sure that enough school classrooms, pre-school places, primary healthcare, sports provision and children's playspace, water, sewage disposal, shops,, open space, green infrastructure and community and cultural facilities, are available to meet the need of new and existing populations*

#### **Objective: Metropolitan Green Belt**

To maintain and protect the Metropolitan Green Belt by only allowing building in the most exceptional circumstances

#### **Objective: District Character**

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To preserve, conserve and, where possible 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.

### ***Policy: Metropolitan Green Belt***

*Define the broad area of the MGB within Uttlesford as unchanged from the current adopted MGB*

### ***Policy: Protecting the Countryside***

*Protect the countryside for it's own sake as an area where there will be strict control on new development outside existing defined settlements and any land needed for development.*

### ***Policy: Countryside Protection Zone***

*Define the broad area of the CPZ as an area where development which would adversely affect the open characteristics of the zone and lead to coalescence between the airport and existing development will be strictly controlled*

### **Objective: Landscape Character**

To protect, conserve and where possible enhance the varied landscape character within Uttlesford reflecting landscape sensitivity and promoting local distinctiveness and an understanding of the historic significance of landscape features

### ***Policy: Landscape Character***

*All development should be in scale and designed to complement the special characteristics of the area within which it is sited to protect and where possible enhance the landscape character of Uttlesford*

### ***Policy: Protecting Agricultural Land***

*Protect the best and most versatile agricultural land. Development of such agricultural land would only be permitted after other options such as previously developed land and land within development limits have been assessed and discounted.*

### **Objective: Protecting the Natural and Historic Environment**

To protect and enhance the natural environment including it's biodiversity and the historic environment through positive improvement.

### ***Policy: Protection of the Historic Environment***

*Protect the historic environment and open spaces. Development that would harm sites of historic importance will not be permitted*

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### ***Policy: Protection of Nature Conservation and Geological Sites***

*Protect and where possible enhance sites that are designated for their importance to nature conservation or geology and non-designated sites of ecological value.*

- *Development that would adversely affect nationally designated sites or sites of local significance will not be permitted*
- *Where development is permitted it should protect and enhance the site's nature conservation interest*
- *Development will be required to contribute to a network of biodiversity sites, green infrastructure and open spaces which link communities*

### **Objective: Market Towns**

Support high quality new development and improvements to the public realm that respects preserves and enhances 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.

### ***Policy: Function of the Market Towns***

*The Council will encourage new retailing, commercial and other development which will maintain and enhance the roles of Saffron Walden and Great Dunmow as retail and service centres.*

### ***Policy: Character of the Market Towns***

*To maintain existing historic features and open spaces and create safe, inclusive and accessible environments in Saffron Walden and Great Dunmow. This will be achieved through new development which is of high quality and design led and meets the needs of residents and visitors.*

### **Objective: Using Natural Resources**

The use of resources, including water, is reduced to the lowest practical minimum in the construction, operation and eventual disposal of developments.

### ***Policy: Preserving Resources***

*The district council will encourage development which:*

- *Meets the needs of all potential users*
- *Reduces consumption of energy and water*
- *Minimises the production of pollution and waste*
- *Incorporates facilities for recycling water and waste*

### **Objective: Reducing Emissions**



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

### ***Policy: Renewable Energy***

*Renewable energy and low carbon technologies will be supported for single buildings and neighbourhoods where the benefits outweigh any other relevant local and wider environmental, economic, social and other considerations.*

### **Objective: Reducing Flood Risk**

Allocate sites and control development to avoid flood risk to people and property

### ***Policy: Reducing Flood Risk***

*The Council will seek to allocate development beyond the floodplain. Flood risk assessments will be required for appropriate sites and management sought. In accordance with the sequential approach the most vulnerable development will be directed to areas of lowest flood risk.*

### **Objective: Stansted Airport**

The Core Strategy as a whole 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 Government's proposed external climate change costs test and demonstrating that the benefits outweigh the significant local environmental costs.

### **Objective: Access to the Airport**

The maximum proportion 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.

### **Objective: 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."

### **Objective: Effects of Air Quality on Biodiversity**

The Council will seek to minimise the impact of poor air quality on local biodiversity, in particular on Hatfield Forest National Nature Reserve and Sites of Special Scientific Interest.

### **Objective – Local Communities**

## **SCRUTINY COMMITTEE – 3 OCTOBER – AGENDA ITEM NO.4**

Local Development Framework – Core Strategy Policy Choices and Options for Growth

Environment, Item 4

The council will seek to maintain the cohesion of local communities particularly affected by the airport.

### ***Policy: Development at the Airport***

*The design qualities of the terminal building and strategic landscaping of the site should act as a benchmark for subsequent phases of the development to ensure that facilities respect the countryside setting and provide a high standard of passenger experience of all users, especially if their mobility is impaired or they have some other disability*

### ***Policy: Transport***

*The necessary transport infrastructure and service capacity to serve the airport is secured while maintaining and improving public transport mode share within the framework of a surface access strategy*

### ***Policy: Land within the Airport***

*Encourage efficient use of land within the airport boundary whilst protecting its environmental assets and avoid unnecessarily prominent structures*

## **Theme 4 - Living in Communities**

### **Objective: Health and Well Being**

To support the well being of Uttlesford residents by making sure enough health facilities and other community facilities e.g. for sport are provided to meet current needs and the additional requirements arising from any new development

### ***Policy: Health Facilities***

*Require the provision of health facilities where these are needed as part of development proposals.*

### ***Policy: Health Impacts***

*Take into account the health impacts of development during construction and in use such as noise, smell, dust, electro magnetic radiation or exposure to pollutants*

### ***Policy: Accessibility***

*Make sure all development will include the highest standards of accessibility and inclusion for all people regardless of disability, age or gender.*