

Table 1: Summary of Strategies

Option 2		Option 4 & (Option 4 based on 3300)		Emergent Option (indicative figures rounded to nearest 10)	
Residential		Residential		Residential	
Great Dunmow	1000	Great Dunmow	500)	Great Dunmow	1150
Saffron Walden	1200	Saffron Walden	250)	Saffron Walden	880
Elsenham	750	Elsenham	3000 (3000)	Elsenham	400
Great Chesterford	80	Great Chesterford	30)	Great Chesterford	100
Newport	200	Newport	50)	Newport	370
Stansted	30	Stansted	20) – (300)	Stansted	60
Takeley	750	Takeley	30)	Takeley	200
Thaxted	60	Thaxted	30)	Thaxted	60
Rural Settlements	90	Rural Settlements	90)	Rural Settlements	100
Employment Land	25 ha, Saffron Walden Junction 8 M11 Chesterford Park	Employment Land	25 ha, Saffron Walden Junction 8 M11 Chesterford Park	Employment Land	B1, B2, B8 Saffron Walden Airport Start Hill Great Dunmow Chesterford Park Gaunts End Alsa Street, S/M'fitchet
	B1, B2 and B8, Research and Development		B1, B2 and B8, Research and Development		B1, B2, B8 Research & Development B1 B1 (to support Auction House)
Retail	No distribution included	Retail	No distribution included	Retail	Saffron Walden Food store Retail warehousing
Recreation	No distribution included	Recreation	No distribution included	Recreation	Saffron Walden Great Dunmow Elsenham Thaxted To support residential development -yet to be determined.
Gypsy and Traveller Sites	No distribution included	Gypsy and traveller sites	No distribution included	Gypsy and traveller sites	Yet to be determined

KEY EVIDENCE

1. Metropolitan Green Belt

Green Belt Scoping Review (2011)

The existing detailed Green Belt boundary in Uttlesford was determined in 1995 by the adoption of the local plan.

Government planning policy is expressed in PPG 2: 'Green Belts' and is explicit that "...detailed Green Belt boundaries defined in adopted local plans.....should be altered only exceptionally". This also applies to emerging policy in the draft National Planning Policy Framework.

With regard to what might reasonably be considered to constitute exceptional circumstances sufficient to warrant changing an adopted Green Belt boundary, consideration of the Government guidance in conjunction with the overall aim of planning suggests that they may be as follows:

- a need to accommodate necessary growth when there is no other suitable land available; or
- a need to accommodate necessary growth when a Green Belt boundary has been long-established and in need of review in order to facilitate the sustainable growth of major urban areas.

Neither of these circumstances applies to Uttlesford given that:

- the Green Belt boundary is relatively recent (i.e. less than 20 years); and
- the vast bulk of the district is not within the Green Belt such that it should be possible to identify sufficient land to accommodate the necessary amounts of development in a sustainable manner without incursion into the Green Belt.

The review concludes that there is no scope to warrant a change to the Green Belt boundary in the district to accommodate development within the context of the emerging local development framework. This applies to both the extension of towns, both within and beyond the district boundary, and villages situated within the Green Belt and which have defined settlement limits in the adopted local plan.

Since the above review was undertaken the National Planning Policy Framework (NPPF) (March 2012) has been published and replaces PPG2. The NPPF retains the approach that Green Belt boundaries should only be altered in exceptional circumstances. The NPPF adds that when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. The Scoping Review 2011 makes this assessment and concludes

that as the majority of the district's settlements lie beyond the Green Belt it should be possible to identify sufficient land to accommodate the necessary amounts of development in a sustainable manner without incursion into the Green Belt.

Option 2	Option 4	Emergent option
The findings of the review are met by this Option as it proposes very limited development in Stansted Mountfitchet and excludes Hatfield Heath as a Key Village for development.	The findings of the review are met by this Option as it proposes very limited development in Stansted Mountfitchet and excludes Hatfield Heath as a Key Village for development.	The findings of the review are met by this Option as it proposes limited development in Stansted Mountfitchet which does not involve an amendment to the Green Belt boundary and excludes Hatfield Heath as a Key Village for development.

2. Employment Land

Employment Land Review (2006)

This review showed a need to allocate 25 ha of additional employment land as follows:

- B1 in Saffron Walden
- B2/B8 at J8 of the M11
- B1 Research and Development in Cambridge sub region.

Employment Land Review (2011)

The review concludes:

- decline in the amount of manufacturing floorspace and land and a progressive increase in the need for offices and warehousing
- there is a lack of modern office accommodation to meet the needs of Saffron Walden
- there is a current surplus of B1(c), B2 and particularly B8 units in Saffron Walden
- most of the industrial estates in Great Dunmow are thriving
- the allocated Great Dunmow Business Park remains unimplemented
- there is a wish for 'strategic' warehousing with ready access to the M11 at Junction 8
- there is currently a strong market for high quality offices accessible from Junction 8 of the M11
- there is a surfeit of vacant new warehousing space available at Stansted Airport
- there is little prospect, if any, of the un- and under-used parts of the northern ancillary area at Stansted Airport being brought into beneficial use in the foreseeable future
- the development of the Chesterford Research Park is slowly progressing.

2011 Review suggests:

- Directing the office requirement to serve Saffron Walden to either Wendens Ambo or Newport in close proximity to rail
- Allocation of land for B1 at Gaunts End, Elsenham
- Identified scope for the warehousing to be located at Stansted Airport. In the event that this is not preferred warehousing to be located on business park at Great Dunmow with longstanding allocation.

Option 2	Option 4	Emergent option
<p>Although this option is based on the 2006 evidence, the employment needs identified in 2011 review could in part be met with this option. Where it cannot be met there is considered to be suitable alternatives which still address the findings of the review.</p> <p>If, following the January 2012 consultation there is an absence of any deliverable employment sites in Wendens Ambo the areas of search identified in Saffron Walden could include the provision of employment land.</p> <p>The scale of development in Newport could include the provision of employment land.</p> <p>The viability of Great Dunmow Business Park for employment is raised by the landowner but they propose residential development on the majority of the site making employment provision on the remainder of the site</p>	<p>Although this option is based on the 2006 evidence, the employment needs identified in 2011 review could in part be met with this option. The development of a new settlement would include specific amounts of commercial land as an integral part of the new settlement to serve the new population.</p> <p>If, following the January 2012 consultation there is an absence of any deliverable employment sites in Wendens Ambo the areas of search identified in Saffron Walden could include the provision of employment land.</p> <p>In the absence of any deliverable employment sites in Newport further investigation would be needed. The viability of Great Dunmow Business Park for employment is raised by the landowner but they propose residential development on the majority of the site making</p>	<p>The employment needs identified in the 2011 review can in part be met with this option. Where it cannot be met there are considered to be suitable alternatives which still address the findings of the review.</p> <p>If, following the January 2012 consultation there is an absence of any deliverable employment sites in Wendens Ambo, there is potential to allocate a strategic development site to the east of Saffron Walden which adjoins existing employment uses at Shire Hill Industrial Estate and Thaxted Road and which could include provision for employment as well as housing.</p> <p>The potential development sites in Newport could include, or allow the release of land for, employment purposes.</p> <p>The viability of Great Dunmow Business Park for employment is raised by the landowner but they propose residential development on the majority of the site making employment provision on the remainder of the site plus land to the rear of the waste transfer station, which is in the same ownership, viable.</p>

<p>plus land to the rear of the waste transfer station, which is in the same ownership, viable.</p> <p>Additional land at Gaunts End, Elsenham could be identified.</p> <p>Warehousing development could be provided at the airport and/or a small site as an extension to Start Hill Distribution Centre.</p>	<p>employment provision on the remainder of the site plus land to the rear of the waste transfer station, which is in the same ownership, viable.</p> <p>Additional land at Gaunts End, Elsenham could be identified. Warehousing development could be provided at the airport and/or a small site as an extension to Start Hill Distribution Centre.</p>	<p>An extension to Gaunts End would provide employment provision in proximity to Stansted Airport, Elsenham and Takeley.</p> <p>Warehousing development could be provided at the airport and/or a small site as an extension to Start Hill Distribution Centre.</p> <p>The protection of existing employment sites would ensure a provision of a suitable range of employment land provision throughout the District.</p>
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3. Air quality 2010 Air Quality Progress Report

The main air quality issues within the District following the first round of air quality assessments in 1998 to 1999 were found to be emissions of NO₂ and PM₁₀ from vehicles on the M11 and A120. Levels are exceeded at a site in Burton End, Stansted. Additional continuous monitoring is being carried out to assess whether there is any relevant exposure in the vicinity of this site close to the M11 and Stansted Airport.

Detailed Assessment of Air Quality in Saffron Walden (December 2006)

The assessment found that real time monitoring and long term background monitoring clearly show that in the majority of the central part of Saffron Walden nitrogen dioxide levels are below the annual mean objective of 40µgm⁻³ (21ppb). However the assessment identified three 'hot spots' which are of concern, two sites where traffic queuing and congestion together with narrow streets combine to produce higher emissions and poor dispersal, and one site where traffic queuing and congestion combine with relevant exposure close to road side. These sites were identified as Air Quality Management Areas (AQMA).

Further assessment of Air Quality in Saffron Walden (May 2011)

The assessment found that the ongoing monitoring of NO₂ in the existing AQMAs confirms that exceedance levels are being breached. The 3 AQMA were therefore replaced with a much larger AQMA which includes one further hot spot where the NO₂ objective is exceeded. The purpose of enlarging the AQMA is to emphasise that effective measures to achieve improvement need to be deployed on a broader basis as well as site specific interventions.

Option 2	Option 4	Emergent option
<p>This option responds in part to the findings of this study. This option is proposing significant development in Saffron Walden. Development which results in additional traffic queuing at the air quality management areas in Saffron Walden will result in increased levels of pollution at junctions which are already subject to poor air quality. However, as a result of the new development in this option the traffic patterns are expected to change through the potential to provide a new link road and other prioritisations within the town and therefore assist with reducing the impact on particular junctions.</p>	<p>This option responds in part to the findings of this study. This option involves less development at Saffron Walden and therefore although it would still impact on the AQMAs it is of a smaller scale. However the scale of development is insufficient to contribute to road improvements which would assist in reducing the impact on particular junctions.</p> <p>If the Option 4 strategy was applied to 3300 houses this could result in minimal development in Saffron Walden thus reducing additional traffic to the town.</p>	<p>This option responds in part to the findings of this study. This option is proposing significant development in Saffron Walden, of a similar scale to option 2. Development which results in additional traffic queuing at the air quality management areas in Saffron Walden will result in increased levels of pollution at junctions which are already subject to poor air quality. However, as a result of the new development in this option the traffic patterns are expected to change through the potential to provide a new link road between Radwinter Road and Thaxted Road, and other prioritisations within the town and therefore assist with reducing the impact on particular junctions.</p>

4. Retail

District Retail Study December 2005

The study found that the main centres (Saffron Walden; Great Dunmow; Thaxted; Stansted Mountfitchet) were healthy, trading well with a relatively low vacancy rate. They were pleasant environments and served many functions such as shopping, leisure, business and services appropriate to their size.

The study found that there was a large leakage from the towns, especially comparison retailing to neighbouring higher order centres. A greater proportion of convenience goods expenditure was retained within the district.

The study found that there was capacity for additional comparison goods floorspace in Saffron Walden and Great Dunmow, and a modest requirement for more convenience goods floorspace in the district as a whole.

The study recognised that accommodating such expansion was difficult as all existing centres appear to have limited physical potential for expansion.

Retail Capacity Study January 2012

The study found that Saffron Walden and Great Dunmow perform a main food shopping role and Saffron Walden attracts a significant proportion of comparison expenditure whilst Great Dunmow has a limited role in comparison goods.

In Saffron Walden there is a requirement for a small main food supermarket or a medium sized discount operator towards the end of the plan period. As adjacent parking would be desirable no suitable town centre sites were identified. The only potential town centre redevelopment sites could merely accommodate a small top-up supermarket. The study found that there is no requirement in the immediate future for a supermarket in Great Dunmow although the introduction of a new operator would improve consumer choice. The study considers that 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.

Saffron Walden has lost out to competing centres for comparison goods however this is seen as a result of no redevelopment sites being available rather than reflecting poor potential. The study considers that the market would respond positively to development opportunities in Saffron Walden. Great Dunmow is seen as having limited attraction for comparison shopping, and the change necessary to significantly improve its relative attraction is unlikely given the proximity of Chelmsford and Bishops Stortford. There is a shortfall in provision of retail warehousing in Uttlesford area, resulting in people making long distance journeys to meet their requirements. The study considers that new provision should be focused on Saffron Walden, and as it is to meet the needs arising across the district, the scheme should be located on the south side of the town.

Option 2	Option 4	Emergent option
This option would support the findings of the evidence. It would increase the potential to deliver sites for additional retail development in Saffron Walden. It would also increase the population to make the settlements more attractive to the retail market to establish	This option responds in part to the findings of this study. The development of a new settlement would include specific amounts of retail land as an integral part of the new settlement to serve the new population.	This option would support the findings of the evidence. In Saffron Walden the potential to develop the land to the east would enable the provision of an additional food store and retail warehousing as part of the development.

<p>themselves in the towns; and make the necessary road infrastructure viable.</p>	<p>The plan would need to identify land for an additional food store and retail warehousing in Saffron Walden.</p>	<p>The development sites in Stansted Mountfitchet are likely to be too small to include a new store but the additional population may make the settlement more attractive to retail operators seeking to establish themselves in the village.</p>
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**5. Water Cycle Study (Stage One Scoping and Outline Strategy) 2010
Strategic Flood Risk Assessment March 2008**

Water Supply

The Water Cycle concluded that there is no additional water available for supply. It is therefore vital for policies to encourage conservation of water in new and existing residential and commercial buildings.

Flood risk

The majority of the district (96.7%) falls within Fluvial Flood Risk Zone 1 which equates to a flood event with less than 0.1% chance of occurring in any given year. 1% of the district falls within flood Risk Zone 2 and 3a; and 2.3% falls within Flood Risk Zone 3b. The latter being land which functions as a floodplain. Surface water flooding is most likely to occur in the urban areas. Across the district there are a number of culverts which present a flood risk as a consequence of blockage or collapse. Groundwater and sewer flooding is not a major source of flood risk in the District.

Waste Water Capacity

There are 27 Wastewater Treatment works within the district. The Study considers the capacity of the treatment works and the environmental capacity of the river system to take the discharge in relation to the options proposed in 2007.

Option 2	Option 4	Emergent option
<p>Water Supply This option would support the findings of the evidence as the study found that potential development sites located around the market towns and key service centres can be supplied with water without the need for major infrastructure upgrades.</p>	<p>Water Supply This Option does not support the findings of the evidence base as it would result in large-scale development in new rural locations, requiring extension to the trunk main network entailing significantly higher costs. The new settlement would require to be served by direct extensions to the trunk network, as there is unlikely to be adequate network capacity or water resources in the rural location to accommodate</p>	<p>Water Supply This option would support the findings of the evidence as the study found that potential development sites located around the market towns and key service centres can be supplied with water without the need for major infrastructure upgrades.</p>

	this scale of development.	
<p>Flood Risk The Strategic Flood Risk Assessment (SFRA) indicated that this option posed a high potential to increase flood risk arising from development in Saffron Walden, Great Dunmow and Stansted Mountfitchet and a medium potential to increase flood risk arising from development in Elsenham, Newport, Thaxted and Great Chesterford and a low potential arising from development at Priors Green Takeley/Little Canfield. However it recognised that in all locations development in Flood Zones 2 and 3 is avoidable.</p>	<p>Flood Risk The Strategic Flood Risk Assessment (SFRA) indicated that this option posed a medium potential to increase flood risk arising from development in Elsenham and Henham. However it recognised that development in Flood Zone 2 and 3 is avoidable.</p>	<p>Flood Risk There are sufficient potential sites under this option which do not involve development within Flood Zones 2 and 3.</p>
<p>Wastewater Capacity. The evidence shows that this option would require extensive new and upgraded sewers because the locations of potential development sites in Saffron Walden, Stansted Mountfitchet, Newport and Thaxted are on the opposite side of the settlement to the treatment works. The WwWT would also need to be upgraded to accommodate the scale of development proposed. Large scale development at Takeley could be accommodated by the Bishops Stortford WwTW but the sewers would need upsizing. At Newport, the cost of the new sewer required compared to</p>	<p>Wastewater capacity The evidence shows that development to the north east of Elsenham would require around 3.5km of existing sewer to be upgraded to allow connection to the Stansted Mountfitchet Wastewater Treatment Works (WwTW) which currently serves the village. Furthermore the treatment works would need major capacity upgrades. Availability of land to support these upgrades may be an issue, as will achieving the necessary discharge consent standards. In addition, the sewers that approach the WwTW would be restricted from being</p>	<p>Wastewater capacity The evidence shows that this option would require extensive new and upgraded sewers because locations of potential development sites in Saffron Walden, Stansted Mountfitchet, Newport and Thaxted are on the opposite side of the settlement to the treatment works. The WwWT would also need to be upgraded to accommodate the scale of development proposed. Development at Takeley could be accommodated by the Bishops Stortford WwTW. This option proposes more development at Newport than under Option 2 which might make this location now viable. Great Dunmow WwTW has no capacity for development additional to that committed and limited opportunity to expand. Anglia Water Services are proposing an upgrade</p>

<p>the relatively low level of development proposed in option 2 makes this village location unviable. Great Dunmow WwTW has no capacity for development additional to that committed and limited opportunity to expand. Anglia Water Services are proposing an upgrade to the WwTW in 2014/15 which will accommodate existing allocations and an allocation of 500 dwellings. The scale of development proposed under option 2 would require additional capacity which would delay development until 2015-2020.</p>	<p>upsized by the narrow streets and existing utilities, therefore requiring the construction of new bypass sewers around the urban areas. The possible need for a direct connection from the development site to the WwTW increases the total length of new and upgraded sewer required to at least 5.5km. The other possible solution, a new local WwTW would be constrained by the low dilution available in the headwaters of the nearby watercourses. The developers of the new settlement are proposing a modular facility to deal with the waste water and are working with Anglian Water to achieve a solution for waste water treatment.</p>	<p>to the WwTW in 2014/15 which will accommodate existing allocations and an allocation of 500 dwellings. The scale of development proposed under option 2 would require additional capacity which would delay development until 2015-2020. The developers of land west of Great Dunmow are proposing the provision of an oversized sewer pipeline to not only meet the needs of the development but also serve the future town requirements. A number of sites in Great Dunmow are proposed which would allow development to be phased across sites as the wastewater capacity is upgraded.</p>
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6. Comparative Transport Assessment (2010)

Uttlesford is a rural district where car ownership exceeds the national average. The assessment stresses that the car is therefore the preferred mode of transport for most people. There is no clear destination draw in Uttlesford, and therefore, any residential development of a substantial size is likely to disperse people across the district and beyond in terms of employment, shopping and leisure destinations. Furthermore, given the district's rural nature there are limited existing public transport services and the services are infrequent at the majority of locations. Smaller villages will have 1 or 2 buses daily whilst the larger key villages have an hourly service

Option 2	Option 4	Emergent option
The issues raised by this evidence can in part be met by this option. This option proposes development at Great	The issues raised by this evidence can in part be met by this option. This option proposes significant	The issues raised by this evidence can in part be met by this option. This option proposes development at Great Dunmow and Takeley

<p>Dunmow and Takeley which have good links to the strategic road network. Great Chesterford has good links northwards to the strategic road network. However the other settlements are remote from the Strategic road network. This option does benefit from development taking place in settlements with access to rail stations. The scale of development proposed in Saffron Walden, Newport and Takeley would need to fund improvements to the non-strategic road network,</p>	<p>development at Elsenham which has a rail station but does not have good links to the strategic road network. The scale of development would need to fund significant improvements to the non strategic road network. The existing roads will need to be upgraded to be capable of carrying larger flows of traffic making Hall Road more attractive to use than the route to and through Stansted Mountfitchet. A frequent high quality bus service would need to be funded from the first occupation of the houses.</p> <p>The option proposes development at Great Dunmow which has good links to the strategic road network. It proposes a smaller scale of development at Saffron Walden and thus less ability to fund junction improvements.</p> <p>If the Option 4 strategy was applied to 3300 houses this could result in minimal development in Saffron Walden thus reducing additional traffic to the town.</p>	<p>which have good links to the strategic road network. Great Chesterford has good links northwards to the strategic road network. However the other settlements are remote from the strategic road network. This option does benefit from development taking place in settlements with access to rail stations. The scale of development proposed in Saffron Walden and Newport would need to fund improvements to the non-strategic road network. Development in Saffron Walden has the potential to fund a road linking Thaxted Road and Radwinter Road and other improvements in the town. Development in Newport has the potential to fund improvements to Bury Water Lane and improved access to Newport Free Grammar School. Development on the southern edge of Great Dunmow would need to include junction improvements to Chelmsford Road and the B1256 Dunmow Bypass.</p>
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7. Education
Commissioning School Places in Essex 2011 - 2016

Many of the primary schools across the district are estimated to have a deficit of school places or negligible additional capacity over the next 5 years once existing planned development is taken into account. However demand for reception places in the mid west of the District (Debden/ Radwinter/ Sampford/ Wimbish areas) is predicted to reduce over the next 5 years which would result in increased surplus capacity across the schools. New or relocated schools will accommodate children from the new housing developments at Flitch Green; Stansted/Forest Hall Park and Takeley/Priors Green.

Secondary Schools Pupil numbers in Uttlesford are forecast to increase over the next five years once forecast pupils from new housing are taken into account. Newport Free Grammar and Saffron Walden County High schools are both heavily oversubscribed. The overall total of pupil numbers in the district is set to rise further as a result of the existing housing developments at Great Dunmow, Little Dunmow, Stansted and Takeley.

Option 2	Option 4	Emergent option
<p>The evidence raises some issues for this option. The scale of development proposed within the secondary school catchment area for Saffron Walden would lead to capacity issues. However the scale of development could support either the expansion of the school; or the provision of separate 6th form centre which would release space within the schools for the increased capacity. Helena Romanes secondary school in Great Dunmow has limited expansion potential, however according to ECC response to the consultation on Role of Settlements approximately 1000 new homes within the catchment would not present an insurmountable challenge.</p> <p>The development in the towns would support new primary provision.</p>	<p>This option avoids some of the issues raised by the evidence. This option would include new primary schools within the new settlement. With regard to secondary schools, the minimum size of settlement required to deliver a new secondary school is 3000 family homes. Before development reaches sufficient size for a new secondary school to be provided the pupils from the development will have to travel to one of the existing schools. Stansted Mountfitchet Mathematics and Computing College has capacity and development under this option would be efficient in terms of secondary education. This could have the benefit of including a Sixth Form. Essex County Council and the College would have to consider the option of</p>	<p>The evidence raises some issues for this option. The scale of development proposed within the secondary school catchment area for Saffron Walden would lead to capacity issues. However the scale of development could support either the expansion of the school; or the provision of separate post 16 education centre which would release space within the schools for the increased capacity. Helena Romanes secondary school in Great Dunmow has limited expansion potential, however according to ECC response to the consultation on Role of Settlements approximately 1000 new homes within the catchment would not present an insurmountable challenge. Alternatively the scale of development could support the provision of separate post 16 education centre which would release space within the schools for the increased capacity. Newport Grammar School has limited surplus capacity but could expand if required.</p>

<p>Scale of development proposed in Thaxted and Great Chesterford could be a problem for primary school provision.</p>	<p>moving Mountfitchet College to within the new settlement</p> <p>Although this option proposes less development at Saffron Walden the secondary school would still has a capacity issue which will need to be considered. Helena Romanes secondary school in Great Dunmow has limited expansion potential, however in light of the ECC response to the consultation on Role of Settlements the scale of development proposed within the catchment under this option would not present an insurmountable challenge.</p> <p>The scale of development at Thaxted and Great Chesterford is small enough to be accommodated by existing primary schools.</p> <p>If the Option 4 strategy was applied to 3300 houses this could result in minimal development in Saffron Walden, Great Dunmow and the villages thus reducing the pressure for additional school places.</p>	<p>The development in the towns would support new primary provision.</p> <p>Scale of development proposed in Thaxted and Great Chesterford would require additional primary school capacity provision.</p>
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8. The Delivery of Housing and the Strategic Housing Land Availability Assessment SHLAA (2011)

The 2011 SHLAA identifies sites which could accommodate 4630 houses on sites deliverable in the first 5 years and 1696 houses on sites developable in the latter part of the plan period. This equates to the outstanding requirement to 2026 as required by the East of England Plan Target. The Council's current timetable indicates that it will need to plan for the period to 2028 resulting in the

need to identify more land for housing. However, there are sites for 4939 dwellings on land subject to constraints which may easily be overcome. In addition the SHLAA considers six separate sites for new settlements. Any of these strategic sites could provide between 2500-6000 homes. None of these sites offer the prospect of front-loaded delivery, which would fail to provide a robust housing delivery trajectory as required by the National Planning Policy Framework. It is recognised that the SHLAA does not include detailed analysis of site constraints.

The National Planning Policy Framework (NPPF) (March 2012) requires the policies and strategies of the Local Plan to provide a continuous delivery of housing for at least 15 years from the date of adoption and for the local authority to identify and maintain a rolling supply of specific deliverable sites sufficient to provide a five years worth of housing plus an additional allowance of at least 20% (moved forward from later in the plan period) where there has been a record of persistent under delivery of housing, and a supply of specific sites which can be developed in years 6 to 15. The NPPF suggests that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. Working with the support of their communities, local planning authorities should consider whether such opportunities provide the best way of achieving sustainable development.

Option 2	Option 4	Emergent option
<p>The evidence shows that this option can provide a continuous delivery of housing throughout the plan period.</p> <p>The trajectory for the delivery of sites needs to be explored further but initial evidence from the SHLAA indicates that a mix of sites of different sizes and locations can be identified which means that some sites can be brought forward immediately while others will be developed further into the plan period.</p>	<p>This option concentrates the majority of development on one strategic site which would result in a significant lead in time for provision of vital infrastructure prior to commencement. Once commenced the developer assumes 18 years to complete the development. The SHLAA has compressed this down to 15 years. Further information is required as to the extent of the lead in time and completion rates. However the development of this site has the potential to extend beyond the plan period.</p> <p>This longer term of delivery could be</p>	<p>The evidence shows that this option can provide a continuous delivery of housing throughout the plan period.</p> <p>The trajectory for the delivery of sites needs to be explored further but initial evidence from the SHLAA indicates that a mix of sites of different sizes and locations can be identified which means that some sites can be brought forward immediately while others will be developed further into the plan period.</p>

	<p>problematic in terms of deliverability of housing during the early part of the plan period.</p> <p>Sites within the towns and key villages could be brought forward earlier. The trajectory for the delivery of these sites needs to be explored further to see if they would fill any gap in delivery until work commenced on the new settlement.</p> <p>If the Option 4 strategy was applied to 3300 houses this would exacerbate the issue raised above in relation to the delivery of the new settlement because the strategy would include less development on other sites. This would place the Council under pressure to release other sites.</p>	
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9. Need for affordable housing and its delivery

The Strategic Housing Market Assessment 2009

The assessment found that 400 households (1.4%) in the district are in 'housing need' and 3,300 households in the district are considered to be 'unsuitably housed'.

The assessment highlights the lack of housing options for households earning £35,000 and below and that there is an overwhelming need for rented properties to satisfy households that earn under £35,000.

In Uttlesford 11% of those living in the social rented sector were overcrowded and less than 7% of private rented households were overcrowded.

The Older Persons Housing Needs Study 2011

The study highlighted that there is a high need for affordable older persons sheltered accommodation, retirement accommodation, and extra-care accommodation in Uttlesford.

Affordable Housing Policy Update Statement 2011-2013

Affordable Rent is a new method of delivering affordable housing proposed by the Homes and Communities Agency in their Affordable Housing Programme 2011-15. Rents for Affordable Rent are to be set at 80% of Open Market Rents (inclusive of service charge).

The Council believes that the Affordable Rent product is the most suitable for households earning under £35,000. For this reason the Council require all affordable housing to be Affordable Rented Housing.

Developers should assume that no social housing grant is available to fund any part of a Registered Provider's offer for the affordable housing element of any S106 offers.

The Council will want to negotiate over the potential provision for social rented homes on every site to see if these units can be delivered. The Council will consider the use of its commuted sums fund to assist in this provision and will support Registered Provider bids to the Homes and Communities Agency where appropriate.

Intermediate Housing in the form of Shared Ownership properties may be considered in exceptional circumstances at the Council's discretion.

Option 2	Option 4	Emergent option
This option responds in part to the findings of the evidence. This option would provide affordable housing across the district in a number of settlements. The development of sites varying in size, type and location will increase the type of affordable housing being provided. For example some sites may be able to provide housing specifically aimed at the elderly while others may not.	This option does not reflect the findings of the evidence. This option would result in the majority of affordable housing being provided within one location within the District. The smaller scale of development being proposed in the other settlements will result in less choice and availability of affordable housing across the District.	This option responds in part to the findings of the evidence. This option would help meet the issues raised by this evidence. This option would provide affordable housing across the district in a number of settlements. The development of sites varying in size, type and location will increase the type of affordable housing being provided. For example some sites may be able to provide housing specifically aimed at the elderly while others may not.

10. Historic Environment

Historic settlement character assessment (2007 & 2009)

This study provides a detailed assessment of the historic environment within the two towns (Great Dunmow and Saffron Walden), the four key villages which have a Conservation Area (Great Chesterford, Newport, Stansted Mountfitchet and Thaxted) and Henham which would be impacted upon by Option 4. The assessment considers a) the historic core of the settlement and its relationship with the built up area of the town as a whole and b) the quality and general function of the landscapes in and adjacent to the settlement.

Saffron Walden

New development on the northern approach via the B185 and Windmill Hill; the B1383 approach and Audley End Road, and selected sites within the built up area would have a particularly seriously detrimental effect on parts of the historic core. The sites identified in the adopted local plan at Ashdon road for employment and housing are appropriate designations in terms of their visual impact in respect of the historic core and the town as a whole. The visual effect of development between the Kilns development and Rylstone Way would be neutral. The visual effect of development in other locations would be damaging and would diminish the sense of place and local distinctiveness in their respective locations. The edges of the town at Radwinter Road, Ashdon Road, and Thaxted Road are the three least attractive edges where commercial buildings, generally of mediocre to poor visual quality, detract from their immediate surroundings.

Great Dunmow

New development at The Downs, the Chelmer Valley, the Stebbing Road approach, and land on the northern approach, dependent on scale and location, would most likely result in a detrimental impact on the historic core, seriously eroding parts of the Conservation Area and its setting and identity. In relation to all sectors, except land to the south east, north of the A120, the conclusion reached is that development would diminish the sense of place and local distinctiveness of Great Dunmow.

Great Chesterford

New development in all sectors excepting the Ickleton Road approach and the London Road approach from the south east would result in a detrimental impact on the historic core to varying degrees. The effects would be greatest in respect of open spaces within the historic core and conservation area.

In relation to all sectors, except land to the south east of Stanley Road and Four Acres, the conclusion reached is that development would diminish the sense of place and local distinctiveness of Great Chesterford.

Stansted Mountfitchet

Development in some sectors, such as land between Birchanger village and Forest Hall Road for example, although removed by distance from the historic core, could result in the loss of long views of landmark buildings whilst others such as development on the approach from Manuden would have a direct and seriously detrimental effect on Bentfield Green conservation area.

Apart from the above considerations the general conclusion reached in relation to the various approach roads to Stansted Mountfitchet is that development would diminish the sense of place and local distinctiveness of the settlement.

Newport

New development in sectors to the east at Debden Road, to the north east and the land to the north of Wicken Road, dependent on scale and location would most likely result in a detrimental impact on the historic core, seriously eroding parts of the Conservation Area and its setting and identity.

In relation to the above sectors and the majority of the land in sectors to the north west and south west of the village, the conclusion reached is that development would diminish the sense of place and local distinctiveness of the settlement

Thaxted

Development on many of the approach roads would be inappropriate as views of the church spire and/or the windmill would be compromised.

It is considered that appropriate redevelopment of the Molecular Products site would positively and significantly improve the sense of place and local distinctiveness by removing existing development that has a seriously detrimental effect on the southern part of the historic core. Similarly, sensitive and small scale residential redevelopment of part of the Claypits Farm complex is considered appropriate.

In relation to land between Bardfield Road right round to Watling Lane the conclusion reached is that development would have a detrimental impact on parts of the historic core. Development on the approach roads of all sectors would extend development into the open countryside beyond clearly defined limits, diminishing the sense of place and local distinctiveness of the settlement.

Henham

Land to the west and south along Mill Road is the only area identified where, subject to retention of trees and hedges, the effect would at worst be neutral and at best improve the sense of place and local distinctiveness of the settlement.

It is accepted that whilst the quality of new development can be designed to reduce detrimental effect, new development in all sectors, excepting limited development to the south of Hall Close and along Chickney Road would result in a detrimental impact on the historic core to varying degrees. The effects would be greatest in respect of any development that would occur within, or on the periphery of land to the south and north of Old Mead Road, the approach from Henham Lodge and Pledgdon Hall.

In relation to all sectors except land to the west and south along Mill Road, the conclusion reached is that significant development would diminish the sense of place and local distinctiveness of Henham.

Option 2	Option 4	Emergent option
<p>The findings of this study are met in part by this option. Under this option development would be able to take place without detrimental effect on the historic core of all settlements. However, the development of some Greenfield sites on the edge of a settlement would diminish the sense of place and local distinctiveness. Still, the evidence shows that there are other sites where development would lead to a visual improvement to the approach to settlements. Potential exists to visually improve the approaches to Saffron Walden on Ashdon Road, Radwinter Road and Thaxted Road; and to Great Dunmow on Chelmsford Road.</p>	<p>The findings of this study are met in part by this option. This option, by proposing significant development adjacent to Elsenham reduces the need for development at the historic settlements covered by the Assessment. It is therefore possible for development to be able to take place without detrimental effect on the historic core of all settlements. However, the development of some Greenfield sites on the edge of a settlement would diminish the sense of place and local distinctiveness. Still, the evidence shows that there are other sites where development would lead to a visual improvement to the approach to settlements.</p> <p>If the Option 4 strategy is applied to 3300 houses this could result in none or negligible development occurring in historic settlements.</p>	<p>The findings of this study are met in part by this option. Under this option development would be able to take place without detriment on the historic core of all settlements. However, the development of some Greenfield sites on the edge of a settlement would diminish the sense of place and local distinctiveness. Still, the evidence shows that there are other sites where development would lead to a visual improvement to the approach to settlements. Potential exists to visually improve the approaches to Saffron Walden on Ashdon Road, Radwinter Road and Thaxted Road; and to Great Dunmow on Chelmsford Road.</p>

11. Primary Health Care Provision Health Profile (2010)

The health of people in Uttlesford is generally good. Deprivation levels are low and life expectancy is higher than the average for England, however inequalities do exist within Uttlesford. Over the past ten years, the rates of death from all causes and rates of early death from cancer and from heart disease and stroke have all improved. They are lower than the England average. The proportion of children in Reception year who are classified as obese is lower than average and the rate of physical activity at school in children is higher. The level of breast feeding initiation is high as is the level of GCSE achievement. The level of tooth decay in children aged five, and of teenage pregnancy is better than the average for England.

Essex Joint Strategic Needs Assessment for Uttlesford (2008)

In general, the health of the people in Uttlesford is good. Compared to the national picture, fewer residents consider themselves to have a limiting long-term illness and life expectancy is longer.

Uttlesford has high rate of low birth weight babies, and the rates of children having the MMR immunisation are below the WHO recommendation. The growing prevalence of obesity among the child population is an important public health issue and a national priority.

In the future, we will see dramatic increases in the numbers of older residents with, for example, mobility problems, suffering from depression or dementia.

The number of people with mental health problems is also set to increase. Uttlesford has the lowest proportions of their working age population claiming benefit / allowances for a mental or behavioural disorder, and some of the lowest prevalence rates for mental health disorders. Yet Uttlesford has the second highest rate of mental health admissions to hospital for its population in Essex. This may suggest a significant proportion of the population suffering from mental health problems but not being identified earlier enough to avoid admission to hospital.

Uttlesford has lower rates of people with disabilities compared to other areas in Essex but as the population ages, more people will need support. In addition, more children with complex and multiple disabilities are surviving into adulthood.

Although the choices Uttlesford people make about diet, exercise, smoking and drinking tend to be better than elsewhere in the UK, the biggest preventable contributors to health inequalities and future service demand still remain obesity, smoking and alcohol misuse.

To help overcome the issues raised by the evidence the plan needs to ensure that adequate primary health care facilities are provided close to where housing and commercial growth is concentrated and within or near to established key service centres where existing facilities are more accessible and new facilities can be provided to serve a wider catchment.

Option 2	Option 4	Emergent option
<p>This option responds in part to the evidence. New health centres would be required at Great Dunmow and Saffron Walden. Needs arising from development at Takeley would probably be provided by the new centre at Great Dunmow and existing centres at Hatfield Heath and Hatfield Broad Oak which have a small amount of capacity. There is an existing small surgery in Newport which would not be able to cope with the potential increase in population and the existing facilities at Elsenham would be inadequate for the extension suggested. The likely outcome would be that health care provision in Stansted would need to accommodate the additional population. Proposed allocations at Thaxted and Great Chesterford would be likely to be accommodated by existing surgery provision at these villages. The remaining 130 homes could be accommodated by existing provision providing they were evenly distributed across the District. If they were to be concentrated at a single or small number of locations the health impact issues would need to be considered further.</p>	<p>This option responds in part to the evidence. The size and location of the proposed new settlement would be far in excess of the capacity of the existing GPs surgery. A new multi-purpose health centre would be required to support the growth and the development company have included reference in their Strategic Master Plan vision document to a health clinic within the town centre which will provide access to GP services for the new community. The scale of development at Saffron Walden and Great Dunmow would put pressure on the existing surgeries. The viability of providing new surgeries or expanding surgeries would need to be considered. Development in the villages would be likely to be accommodated by existing surgery provision.</p> <p>If the Option 4 strategy was applied to 3300 houses this could result in minimal development in the towns and villages thus reducing the pressure on primary health care.</p>	<p>This option responds in part to the evidence. New health centres would be required at Great Dunmow and Saffron Walden. Needs arising from development at Takeley (if unable to be met through a new centre) would need to be provided by the new centre at Great Dunmow and at Hatfield Heath and existing centres at Hatfield Broad Oak which have a small amount of capacity. There is an existing small surgery in Newport which would not be able to cope with the potential increase in population and the existing facilities at Elsenham would be inadequate for the extension suggested. If expanded or new centres could not be provided in these villages, the likely outcome would be that health care provision in Stansted would need to accommodate the additional population. Proposed allocations at Thaxted and Great Chesterford would be likely to be accommodated by existing surgery provision at these villages. Development in the smaller villages could be accommodated by existing provision providing they were evenly distributed across the District. If they were to be concentrated at a single or small number of locations the health impact issues would need to be considered further.</p>

12. Sustainability Appraisal and Strategic Environmental Assessment (2012)

The 2007 consultation document was accompanied by a Sustainability Appraisal. Due to the Council's review of the spatial options for growth, a further revised Sustainability Appraisal has been produced, taking into account the changing circumstances and updated evidence relevant to the district.

The Scoping Report 2011 updated the baseline data for the District and set a revised list of 12 Sustainability Objectives.

Option 2	Option 4	Emergent option
<p>This option has positive impacts on a range of sustainability objectives. This option is likely to have positive impacts on reducing transport emissions in those areas where congestion is shown to be more prominent. An option of dispersal will have positive impacts on social inclusion where the benefits of development are available to a wider proportion of the districts residents, especially regarding housing provision which not only meets an identified need, but can also secure the viability of many rural services. Dispersal is also likely to improve education, where there is a less concentrated pressure on any settlements' existing schools. The scale of development at the towns, coupled with reasonably large expansions at Priors Green Takeley / Little Canfield and Elsenham will also significantly benefit business development and economic growth due to the existing nature of the town centres, and the proximity of the two village expansion proposals to Stansted Airport and the A120.</p>	<p>This option has positive impacts on a range of sustainability objectives. This option will have positive impacts on transport emissions where development will be focused in either settlements with good existing public transport infrastructure and accessibility, or these factors will be required. The affordable housing need issues of the district will not be met; however development will be adaptable to future needs and require ancillary supporting development, such as schools, services and employment opportunities.</p>	<p>This option will be the subject of a sustainability appraisal if approved. However, as it is a variation of Option 2 it is likely to have similar sustainability impacts.</p>

13. Results of Community Engagement

In April 2006 one of the actions, proposals and policies which had consensus of the participants at a series of *workshops* was that Key villages should absorb some new housing to secure additional facilities.

In response to the *questionnaire in June 2006* most people preferred sites for new homes to be found in larger villages which have access to shop(s), school and railway station, and within Saffron Walden, Great Dunmow and Stansted Mountfitchet.

In the *Policy Choices and Options for Growth consultation in January 2007* most people favoured development distributed over a range of settlements.

When the 4 options were consulted on in November 2007 options 2 and 4 found support and opposition as set out below

Option 2 – Development distributed over hierarchy of settlements

- ✓ Provides sustainable future for settlements (support for local businesses; enables young people to stay and communities to thrive). Spreading development to key service centres that have the necessary infrastructure will allow development pressure to be absorbed more evenly through the district and therefore places less strain on existing services
- ✗ Piecemeal solution in which no one element is large enough to justify additional infrastructure; Totally change the face of towns and surrounding villages and put intolerable strain on existing infrastructure (roads, drainage, schools).

Option 4 – New Settlement NE of Elsenham with limited development in the towns and villages

- ✓ Opportunity to create a well planned settlement with the appropriate infrastructure which can be planned from the start and developed as settlement expands. Relieves pressures on services and facilities of existing towns and villages and therefore least impact on general character of District as a whole.
- ✗ Over reliance on one location and lack of flexibility should circumstances change. Insufficient size to make services and facilities viable leading to increase in journeys to nearby town using inadequate road network. Detrimental impact on villages of Elsenham and Henham.

In response to the February 2010 consultation of those who expressed a view, 64% objected to Option 4; 34% were comments of support or conditional support and the remaining 2% were observations.

In relation to Option 4 residents and service providers were generally concerned about its deliverability in terms of the amount of infrastructure required, its sustainability and the environmental impact. It was considered that the proposal was of insufficient size to make services and facilities viable leading to an increase in journeys to nearby towns using an inadequate road network. It was considered that a passenger transport service was not viable leading to a reliance on the use of the car. There were also concerns about the ability for waste water from the new settlement to be adequately, economically and sustainably drained. There was also a worry that a strategy based on developing a new settlement places an over reliance on one location resulting in a lack of flexibility should circumstances change. The preferred alternative was for some form of wider distribution over a larger number of settlements.

Option 2	Option 4	Emergent option
This option has been more favourably considered by respondents.	This option has raised strong opposition from the respondents.	This option has not been the subject of consultation. However, this option is similar to Option 2 and the evidence suggests that it is therefore likely to be more favourably received than Option 4. However objections may be raised to the scale of development proposed in Saffron Walden and Great Dunmow.

OTHER EVIDENCE

14. Open Space and Recreation

Open Space, Sport Facility and Playing Pitch Strategy (2012)

Open Space

There are only 3 public *parks and gardens* within Uttlesford and all are located within Saffron Walden.

Most settlements are within 400m of an *amenity greenspace*. Deficiencies in quantity occur predominantly in the towns and main villages.

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. Deficiencies in quantity occur predominately in the rural parishes.

There is a dispersed pattern of *provision for children and young people* and the majority of parishes contain at least one play area. Deficiencies in quantity occur predominantly in the towns and main villages.

A large proportion of the District is within 4km of their nearest *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 at the centre of the District around Takeley and the Priors Green development.

Sports Facilities

There are sufficient sports halls and swimming pools within the district. Although there is no quantitative deficiency of athletics tracks, synthetic turf pitches, indoor bowls greens, 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 and an athletics track where the need would be served by facilities in neighbouring areas.

Playing Pitches

There are a sufficient number of adult football pitches and mini soccer pitches and cricket pitches across the district but a deficiency in 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.

Option 2	Option 4	Emergent option
<p>The findings of the strategy are met in part by this option. The scale of development proposed in Saffron Walden, Great Dunmow, Elsenham and Takeley will enable the provision of open space, sports facilities and playing pitches as appropriate.</p>	<p>The findings of the strategy are not met by this option. This option would see the provision of most open space, sports facilities and playing pitches being provided as part of the new settlement to the detriment of other settlements in the district increasing the distance people have to travel to access certain sports facilities. The development proposed in the towns and villages is of a scale which is unlikely to provide additional open space, sports facilities and playing pitches.</p>	<p>The findings of the strategy are met in part by this option. The development of sites proposed in Saffron Walden, Great Dunmow, Elsenham and Thaxted have the potential to include open space, sports facilities and playing pitches as appropriate.</p> <p>This option would also provide for allotment space as part of new development across the District.</p>

15. Appropriate Assessment (2007)

There are no sites within the district that have been designated for their nature conservation value at the European level.

The assessment concludes that woodlands are vulnerable to mis-management and recreational pressures and the coast from erosion, nutrient enrichment, recreation and drought. The closest development potentially taking place is 17 miles (27km) from a European site.

Therefore due to the distance between the development sites and the protected European sites, the most likely impact on the sites from any of the housing options will be from increased pressure for recreational use.

Option 2	Option 4	Emergent option
<p>The results of the screening of this option has not identified that there would be any impact on the integrity of a protected European site. There has therefore been no need to carry out further stages of the appropriate assessment.</p> <p>The likely impact on European sites of such development will be from increased pressure for recreational use. It is considered that there are sufficient greenspaces nearer and within Uttlesford so that the protected European sites would not experience undue pressures from the new population</p>	<p>The results of the screening of this option has not identified that there would be any impact on the integrity of a protected European site. There has therefore been no need to carry out further stages of the appropriate assessment.</p> <p>The likely impact on European sites of such development will be from increased pressure for recreational use. It is considered that there are sufficient greenspaces nearer and within Uttlesford so that the protected European sites would not experience undue pressures from the new population</p>	<p>Although this option will need to be screened, as it is similar to Option 2 it is considered that will not identify any impact on the integrity of a protected European site, and there will be no need to carry out further stages of the appropriate assessment.</p> <p>The likely impact on European sites of such development will be from increased pressure for recreational use. It is considered that there are sufficient greenspaces nearer and within Uttlesford so that the protected European sites would not experience undue pressures from the new population</p>

16. Essex Gypsy and Traveller Accommodation Assessment (2009)

The assessment quantifies the accommodation and housing related support needs of Gypsies and Travellers. This is in terms of residential and transit sites, and bricks and mortar accommodation.

The Assessment calculates a need for 17 pitches to be provided between 2008-2013 which is mainly derived from overcoming issues of existing overcrowding as well as newly forming households. It calculates a further 7 pitches need to be provided up to 2021 which is based on an assessment of need following fieldwork in autumn 2008.

Many Gypsies and Travellers in the survey described short term travelling as part of their culture, way of life or livelihood. The Assessment found a requirement for 36 short stay pitches in the County. There was insufficient data to apportion the total to Districts according the level of unauthorised encampments; therefore the total was distributed according to each districts size. Hence, Uttlesford being one of the largest districts in area is required to provide 7 short stay sites between 2008 and 2021. The Assessment concludes though that in practical terms it makes little sense in providing short stay pitches on a district basis when numbers are so small. It would be more cost-effective and more appropriate for meeting Gypsies and Travellers needs if fewer but larger short stay sites were provided across Essex, close to major transport routes.

The Assessment found a requirement for an additional 27 travelling show people plots in Essex between 2008 and 2021. The Distribution across the Districts is based on need where it arises and therefore Uttlesford is identified as needing to provide 2 additional plots.

Option 2	Option 4	Emergent option
The Preferred Core Strategy proposed criteria based policy.	The Preferred Core Strategy proposed criteria based policy.	Yet to be determined.

17. Essex Transport Strategy: Local Transport Plan for Essex (2011)

The Essex Transport Strategy sets out the counties vision for transport, the outcomes they aim to achieve over a fifteen year period, policies for transport and the broad approach to implementing these.

Essex is fortunate to have good transport connections by road, rail, air and sea. Within Uttlesford there is the nationally important M11 and A120 and one of the three main rail lines which radiate from London through Essex. The district also contains one of the two major ‘International Gateways’ in the County with the UK’s third busiest airport at Stansted.

The County Council needs to ensure that good connectivity is maintained between the main employment centres, the national transport network, and to the rapidly expanding ports and airports. The County Council must also ensure that there is provision for sustainable transport to tackle persistent congestion problems within main towns and on our main inter-urban roads.

The County Council aim to reduce the impact of travelling, especially by car, on the environment by; reducing the carbon intensity of travel in Essex, reducing pollution from transport to improve air quality in urban areas and along key corridors, and protecting and enhancing the natural, historic and built environment.

None of the Strategic Transport Priorities are with Uttlesford

Transport priorities for the West Essex

- Improving access to and from the M11 corridor;
- Tackling congestion and improving the management of traffic in Harlow town centre;
- Providing the transport improvements needed to support housing and employment growth;
- Improving the attractiveness of bus services;

- Improving cycling networks and walking routes and encouraging their greater use;
- Improving the attractiveness of public spaces and their ease of use;
- Working with Transport for London to improve the journey experience of Essex residents using the Central Line underground services;
- Improving access to Stansted Airport by low carbon forms of transport.

Transport priorities for rural areas

- Supporting the economy of our historic rural towns and villages, extensive coastline and varied countryside.
- Providing support for transport in rural areas to ensure that access is provided to employment, education, healthcare and food shopping.
- Ensuring that people in rural areas are able to access important services (including shopping, healthcare, library facilities, etc.), without needing to travel long distances.
- Minimising the impact transport has on the character of our rural areas.

Option 2	Option 4	Emergent option
<p>This option assists in meeting the priorities of the Transport Plan as it directs development to the towns and key villages allowing access to local services and facilities thus reducing the need to travel by car.</p>	<p>In order for this option to assist in meeting the priorities of the Transport Plan the development would need to fund significant road improvements and bus routes in order to improve connectivity and reduce car usage.</p> <p>This option concentrates the majority of the development in a location with poor access to the strategic road network. Notwithstanding the provision of services and facilities within the development a large proportion of external trips are still likely to be made, mainly by car.</p>	<p>This option assists in meeting the priorities of the Transport Plan as it directs development to the towns and key villages allowing access to local services and facilities thus reducing the need to travel by car.</p> <p>As a result of the scale of development proposed in Saffron Walden traffic patterns are expected to change through the potential to provide a new link road and other prioritisations within the town and therefore assist with tackling congestion.</p>