

## Uttlesford Draft Local Plan

### Introduction

This draft plan has been prepared with reference to the National Planning Policy Framework, the Uttlesford Community Strategy, a wide range of evidence which is available on the Council's website at [www.uttlesford.gov.uk](http://www.uttlesford.gov.uk) and extensive public consultation.

### District Profile

Uttlesford is a large district in North West Essex with a total population of 77,500 (2010). The district currently has a large proportion of people in the 35 to 64 age group and a similar proportion of older people to the national average. However over the next 15 years there are expected to be increases of at least 72% in the over 65s and of 114% in the over 85s. The ratio of working age to older people in Uttlesford is expected to fall by 43% by 2029 – the second biggest fall in Essex. The proportion of Uttlesford's population from black and minority ethnic groups is substantially lower than the England average at 4.9%. The population is becoming more diverse over time, partly as a result of the expansion of the European Economic Community, partly as a result of the barracks at Wimbish. There are also a small number of people from travelling communities in Uttlesford.

It is a primarily rural area with two major settlements, Saffron Walden (pop 15,000) and Great Dunmow (pop 8,000). Both are market towns which although still quite small by most standards provide a range of services to the areas surrounding them. There are a number of larger villages; Elsenham (pop. 3,627), Great Chesterford (pop. 1,647), Hatfield Heath (pop. 1,917), Newport (pop. 3,235), Stansted Mountfitchet (pop. 5,856), Takeley (pop. 3,655) and Thaxted (pop. 3,431). These villages provide a range of services to the surrounding rural areas. There are a large number of smaller villages which mainly provide services for their local communities. Smaller hamlets, groups of cottages and isolated homes and farmsteads are scattered across the district.

The quality of the built heritage and rural environment in the district is very high with around 3,700 Listed Buildings and over 30 Conservation Areas. This can restrict opportunities for new development in the historic centres of the towns and villages where few sites exist where development can take place without some loss to a valued environment. There are limited brownfield sites within the district.

There is one major employment centre within the district at Stansted Airport. Other employment is focused on smaller industrial estates or premises. Unemployment in the district has traditionally been lower than the national average. Jobs in manufacturing have declined but with the growth of Stansted

Airport there has been an increase in jobs in transport and communication. On average residents travel much further to work than is the norm and resident's qualifications and earnings are generally higher than average. There is a link between the high level of out commuting and associated high incomes with residents commuting considerable distances to highly paid jobs elsewhere, particularly London.

House prices in Uttlesford are among the highest in Essex and are affected by the proximity to London and commuting patterns.

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

The number of people aged 65 and over living alone in Uttlesford is expected to rise by 54% by 2025, with the figure for the over 75s rising by 68% in the same time period. Some 125 people in every 1000 in Uttlesford have a caring responsibility, which is very slightly below the Essex average.

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

Uttlesford has an ecological footprint of 5.8 global hectares per person, which is above the Essex and England averages and is substantially higher than the sustainable level. There will thus need to be a step change in the way that the District uses resources in future.

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

### **The District Vision**

By 2028....

1. The district's high quality natural and historic environment will have been maintained and enhanced and the settlements will continue to be separate entities with green space between them.

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

## Objectives

1. **District Character:** To maintain and protect the Metropolitan Green Belt by only allowing building in the most exceptional circumstances. 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.
2. **Protecting the Environment:** To protect, conserve and where possible enhance the natural environment and varied landscape character within Uttlesford, reflecting landscape sensitivity and promoting local distinctiveness and an understanding of the historic significance of landscape features.
3. **Function of the Market Towns:** To preserve and enhance the historic nature of the town centres of Saffron Walden and Great Dunmow and support their function as important local retail centres within the District. New high quality and sustainable development will support this retail role within the District.
4. **Housing Need:** To meet the housing requirement for Uttlesford and to make sure that the housing being provided creates balanced communities by delivering sustainable, safe, attractive and healthy places to live while meeting local housing needs in terms of type and tenure including affordable and special needs housing.
5. **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. To provide opportunities for employment growth related to the airport.
6. **Sustainable transport:** To 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, cycle and footpath networks but recognising the continuing role that the car has in meeting transport and accessibility needs in this rural area.

7. **Infrastructure:** To ensure provision of infrastructure that will allow people to access social, educational, health, employment, recreational, greenspace and cultural facilities within and outside the district. To ensure provision of new open space, play, sport and recreational facilities to meet the community's needs.
8. **Stansted Airport:** To accommodate development at the airport which equates to a passenger throughput of 35 million passengers a year and that the maximum number of connecting journeys by air passengers and workers will be made by public transport. Appropriate surface access infrastructure and service capacity will be provided to meet airport related demand without impacting on capacity to meet the demands of other network users.
9. **Use of Resources:** To reduce the use of resources, including water in the construction, operation and eventual disposal of development to the lowest practical minimum and minimise greenhouse gas emissions by encouraging the supply and use of appropriate renewable energy and low carbon technologies.
10. **Air Noise, Ground Noise and Air Quality:** The Council will seek to minimise the impact of air noise, ground noise and air quality on the health and amenity of local communities and the historic environment.

## The Spatial Strategy

The spatial strategy sets out broadly what the implementation of the plan will mean for the various places in the district.

The Market Towns of Saffron Walden and Great Dunmow will be the major focus for development in the District because services and facilities are concentrated in these locations which makes them suitable for a larger scale of development.

**Saffron Walden** – Saffron Walden acts as a hub for public bus transport. Rail access is via Audley End station, located 2 miles outside the town. Saffron Walden provides secondary and primary schooling, a range of retail facilities, employment, leisure and health services. The town centre is of the highest environmental quality, still retaining the medieval street patterns with pleasant shopping streets, open spaces and numerous historic buildings. The strategy is to maintain and where possible enhance these historic features and to make sure new development creates a safe, inclusive and accessible environment. Saffron Walden's function as the main retail centre is to be maintained and where possible enhanced. The Historic Settlement Character Assessment shows that apart from opportunities to the east of Thaxted Road on the southern approach to the town new development is likely to have a detrimental impact on the historic

core and the landscape setting so new sites for housing will be focused in this area. The secondary school is at capacity and there is poor air quality at key road junctions new residential development will need to address these issues with provision of additional land for school buildings and a new link road to the east of the town. Land is also identified for employment uses, public open space and playing fields.

**Great Dunmow** has a range of local services. It has no railway station but has bus connections to Stansted Airport which is a regional interchange centre for bus, coach and train services. It provides primary and secondary schooling and retail, employment and leisure and health services. The primary schools are nearing capacity but there is some capacity at the secondary school. The town centre is attractive with numerous historic buildings. Dunmow has a more limited retail offer than Saffron Walden, but it is the main retail centre for those villages in the south of the district so it is important to support what is available. A number of industrial estates help to provide a range of local employment opportunities and this will be increased by some additional general business, industrial and warehousing floorspace. New sites for residential development are allocated to the south and west of the town and these will include for additional school provision, public open space and employment.

**Key Villages** - these are Elsenham, Great Chesterford, Hatfield Heath, Newport, Stansted Mountfitchet, Thaxted and Takeley. These villages are suitable for a scale of development which reinforces their role of providing services to a rural area. Existing facilities in these centres include basic shopping, GP services, primary education, pubs, community halls and hourly or two hourly public bus transport to towns and Stansted Airport. Elsenham, Great Chesterford, Newport and Stansted Mountfitchet have railway stations. Hatfield Heath is surrounded by Green Belt and no additional development is proposed here. Stansted Mountfitchet is also constrained to the south by the Green Belt. A large development to the south of the village is currently underway and capacity for new development is limited. Great Chesterford, Newport, and Thaxted have some local employment. The quality of the built environment in these settlements is very high. Thaxted, in particular is an important tourist draw and the need to maintain and where possible enhance this quality is paramount. Limited additional development is proposed in these centres.

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

The strategy is to preserve, conserve and enhance the local distinctiveness and historic character of these rural settlements and to retain the separation between them. Generally within this wider rural area there are limited employment

opportunities and services and transport links are poor so it is important to support existing rural services where these exist. The villages contain a wealth of historic buildings, visually important open spaces and trees.

Small scale developments are proposed in the Type A villages, Clavering, Henham, Radwinter and Stebbing to support the local school and/or provide other benefits e.g. provision of open space. Development in Type B villages will generally be limited but may be allowed where it is supported through a community plan.

*Table 1 – Settlement Hierarchy*

<b>Function</b>	<b>Settlement</b>	
<b>Market Towns</b>		
Major focus for development in the district – suitable for larger scale development	Great Dunmow	
	Saffron Walden	
<b>Key Villages</b>		
Major focus for development in the rural area – suitable for a scale of development that would reinforce role as a provider of services to a wide rural area – except Hatfield Heath which is in the Metropolitan Green Belt.	Elsenham	
	Great Chesterford	
	Hatfield Heath	
	Newport	
	Stansted Mountfitchet (including Foresthall Park)	
	Takeley/Little Canfield	
<b>Rural Settlements – Type A</b>		
Villages with primary school with some local services e.g. village hall/pub/shop – suitable for a scale of development that would reinforce role as a local service centre	Ashdon	Hatfield Broad Oak
	Birchanger	Henham
	Chrishall	Leaden Roding
	Clavering	Little Hallingbury
	Debden	Manuden
	Farnham	Quendon and Rickling
	Felsted	

	Flitch Green Great Easton Great Sampford	Radwinter Stebbing Wimbish
<b>Rural Settlements – Type B</b>		
Villages without primary schools but which may have some local services e.g. village hall/pub/shop – suitable for a scale of development that would reinforce role as a provider of services mainly to its own community.	Arkesden Aythorpe Roding Barnston Berden Broxted Elmdon Great Canfield Great Hallingbury Hadstock Hempstead High Easter High Roding	Langley Lindsell Littlebury Little Canfield Little Easton Little Dunmow Ugley Wendens Ambo Wicken Bonhunt Widdington White Roding Other small villages and hamlets.

**Stansted Airport** In 2008 permission was granted on appeal for the increased use of the runway to 35 million passengers per annum (mppa) and the Council considers that this still represents the most likely scenario on which to plan for the District. If, however, there are changes to aviation policy at the national level the Council will consider whether the plan will need to be reviewed to accommodate this.

**The Countryside** - Outside the areas identified for development the strategy is to protect the countryside for its own sake, it's value for agricultural production and its biodiversity. The Green Belt will be firmly safeguarded to retain a belt of

countryside between Harlow, Bishops Stortford, Stansted Mountfitchet and Stansted Airport. The Countryside Protection Zone will make sure that land around the airport remains open and is not eroded by development. Development Limits will be used to define those areas considered to be in the countryside.



## **Strategic Policies**

The strategic policies set out the overall framework for development within the District. All development will be expected to comply with these and the relevant Development Management Policies. Detailed policy requirements for individual sites are set out in the Site Allocations policies.

### **Development within Development Limits**

The principles of sustainable development generally mean that development will be directed to the towns and villages. But that is not to say that all or any development is acceptable within the settlements. In order to be acceptable development will have to comply with the following policy.

#### **S1 Development within Development Limits**

**Development will be permitted on land within development limits if it:**

- **is in accordance with any existing allocation;**
- **would be compatible with the character of the settlement and, depending on the location of the site, its countryside setting;**
- **protects the setting of existing buildings and the character of the area;**
- **the resulting amenity space enjoyed by existing residents is not unreasonably small;**
- **does not result in any material overlooking of neighbouring properties**
- **would not have an overbearing effect on the appearance of neighbouring properties; and**
- **would not result in unreasonable noise and disturbance to the occupiers of neighbouring properties by reason of vehicles or any other cause.**

### **Employment Strategy**

The Council's employment strategy for delivering the economic objective is to:

- Safeguard existing employment land (including proposals for mixed use developments on some safeguarded sites);
- Allocate additional employment at key locations and in association with areas of housing growth; and
- Support the growth of firms in the district.

The policies in this plan have had full regard to the Employment Land Review 2011 (ELR). The ELR considers the need for land and premises for employment uses falling with the categories of factories, warehousing and offices and this plan makes provision for these uses. Other types of employment (e.g. in health, education, retailing) will be provided in the District as part of the development which is planned but these are not specifically provided for in the policy below. Research and Development (R and D) falls within the remit of the ELR study but it is not office space, industry and warehousing so R and D is excluded from the calculation of land and floorspace requirements but jobs that are provided e.g at the Chesterford Research Park will contribute to the total for the District.

The nature of recent trends in employment space change indicate increases in the total amount of office and warehouse floorspace which is in contrast to a fall in the amount of industrial floorspace. This is a reflection of the picture both regionally and nationally. The ELR identifies the amount of employment land and floorspace needed during the plan period and makes recommendations as to where it should be located. The ELR used the indicative job target for the District in Regional Spatial Strategy (RSS) for 2011-2031 of 9,200 jobs which was based on the East of England Forecast Model. Reducing the plan period to 2028 gives a total of 7,820 jobs.

*Table 2: Forecast Employment Change by Sector (2011 – 2028)*

	2011	net change (as at 2028)	agency staff	gross change (as at 2028)
Factories	3,500	- 1,600	15	- 1,600
Warehousing	2,700	1,100	40	1,150
Offices	4,800	1,600	65	1,650

Source: Employment Land Review:Report, Prepared for Uttlesford District Council, April 2011

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

Table 3: *Estimated total land requirements*

	Number of jobs (created/lost)	Employment Densities <sup>(1)</sup> (sq. m./worker)	Floorspace Requirements (sq. m. gross)	Land Requirements (hectares) <sup>(2)</sup>
Factories	- 1,600	32	-51,200	- 12.8
Warehousing	1,150	32 <sup>(2)</sup>	36,800	9.2
Offices	1,650	18	29,700	7.4

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

(2) Plot ratio of 40% (i.e. 4,000 sq. m. of floorspace/ha.) : guidance manual, EERA, March 2008

Source : Employment Land Review, Prepared for Uttlesford District Council, April 2011

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

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

- There is a surplus of vacant new warehousing space available at Stansted Airport and little prospect, if any of the un-used and under-used parts of the northern ancillary area at the airport being brought into beneficial use in the foreseeable future.
- There is an acute lack of modern office accommodation to meet the needs of Saffron Walden. Potential sites in and around the town are limited and rental values may mean development is not viable;
- There is a current surplus of industrial and particularly warehouse units in Saffron Walden, partly as a result of the recession and partly because of the difficulty of access to the M11;
- Most of the industrial estates in Great Dunmow appear to be thriving but there is a longstanding employment which has not yet been brought forward.
- There is an aspiration for “strategic” warehouse and distribution depots in locations with ready access to Junction 8 of the M11;

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

### **Stansted Airport**

The airport currently covers an area of around 950ha. Planning permission was granted in 2008 to increase the use of the existing runway at Stansted Airport to 35 million passengers per annum (mppa), current passenger throughput is around 17.8mppa. The planning permission may be implemented in the next 15 years. This plan needs to accommodate the development that will be needed to service this increase in passenger numbers and also any potential increase in the use of the airport for freight that may be anticipated if the increase in passenger numbers is not realised. By the time the airport serves 35mppa around 16,800 people are expected to work on the airport with a further 6,400 being employed off airport in either direct or indirectly related jobs. Only a limited proportion of these new jobs will be taken by Uttlesford residents because of the importance of airport-related jobs to the wider economy.

Land at Stansted Airport has previously been identified specifically for development directly related to or associated with the airport. The role and function of the airport, however, is now significantly different to that which was originally envisaged. It has developed into a hub for short-haul flights and “no frills” carrier airlines. These flights are now the mainstay of Stansted but planes spend little time on the ground and do not carry cargo. As a consequence of this few facilities are required for cargo storage pending trans-shipment or for catering or cleaning services and there is very little demand to take up the space reserved for airport related uses. Neither is there any mechanism to oblige companies which are airport-related to occupy premises on the airport rather than elsewhere. Much of the land to the north of the runway in the Northern Ancillary Area is unused or underused and new commercial units built on a speculative basis have been empty since they were completed. This situation is contrary to National Planning Guidance to make effective use of land and some of the land north of the airport will now be made available for non-airport related uses in accordance with Policy S1 below. Only airport related uses will be permitted on the remainder of the airport.

### **Saffron Walden**

There is an identified need for offices to meet the needs of Saffron Walden but no potentially suitable sites available in or around the town. Whilst there are previously-developed sites available within the town boundary they are not considered appropriate for such uses because of access difficulties and the nature of adjoining uses. Given that and the need for such developments to be readily accessible to the workforce there is merit in locating it in close proximity to a railway station. Audley End is considered to offer significantly more scope for development in close proximity to the station than Newport and it is also potentially easier and quicker to access by train as only the slower trains stop at Newport.

Additional employment land will also be provided as part of the mixed use allocation to the east of the town.

### **Great Dunmow**

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

### **Start Hill**

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

### **Chesterford Research Park**

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

### **Wendens Ambo**

The Employment Land Review identified a need for office accommodation in the vicinity of Saffron Walden. Wendens Ambo represents a sustainable location for this provision because of the railway station and a site has been allocated to the north of the village.

### **Gaunts End Elsenham**

Planning permission has recently been granted for a substantial B1 (a) office development next to the established industrial estate in this location. The allocation of this additional site reflects this permission. The prestigious

development planned in this location would have the potential to bring substantial economic benefits and would be likely to attract further investment. Additional land is allocated for further growth of the site in the future to provide additional high quality modern accommodation.

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

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

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

### **Training**

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

### **Electronic Infrastructure**

Modern day technology and business requirements are such that, in order to be able to function and compete in the business marketplace, businesses need ready access to the internet and to be able to access it speedily. This effectively means access to broadband but Uttlesford is a very rural District and significant parts of it have either slow or no traditional broadband coverage. For those areas the only option is satellite broadband which tends to be slow and expensive and can be affected by poor atmospheric conditions.

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

Such infrastructure will also facilitate greater opportunities for people to work from home which will both benefit the local economy whilst also enabling reduced out-commuting.

### **Policy S2 - Employment Strategy**

**Up to 7,800 new employment opportunities will be accommodated in the district during the period of the Local Plan. Of these, some 1,200 will be in offices, factories and warehouses for which adequate and appropriate provision will be made.**

**This provision will entail:-**

- **permitting business, industrial and warehousing uses (other than those which constitute 'strategic warehousing') that need not be airport-related on 18 hectares of land north of Stansted Airport whilst continuing to permit only airport-related commercial uses in the remainder of the airport;**
- **identifying in the Site Allocations sites at Saffron Walden, Great Dunmow and Start Hill for appropriate combinations of industrial and warehousing uses (other than those which constitute 'strategic warehousing');**
- **enabling the further development of the Chesterford Research Park in accordance with the Masterplan approved by the Council;**
- **identifying in the Site Allocations a site of the order of 0.8 ha. for B1(a) business development within a short walk of Audley End railway station at Wendens Ambo; and**
- **identifying in the Site Allocations a site of the order of 5.6ha for B1 business development at Gaunts End, Elsenham.**

**Existing employment in offices, factories and warehousing will be protected by retaining the land and buildings in these or physically similar 'sui generis' uses unless there is justifiable planning reason for doing otherwise. Existing employment sites which are considered to be no longer suited to these uses, and will therefore be made available for other purposes, will be identified in the Site Allocations. Where this happens the Council will seek to mitigate any adverse affects upon any businesses displaced as a consequence. The planning reasons which may warrant the**

**release of other land currently occupied by offices, factories or warehousing will be identified in the Development Management policies.**

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

**The manner in which proposals for locating non-employment uses on existing industrial estates will be determined will be addressed in the Development Management policies.**

**The re-use of redundant agricultural buildings for employment uses will be permitted subject to criteria to be specified in the Development Management policies.**

**The Council will work with education providers and business representatives with a view to the provision of educational and vocational training courses which match the skills required by new and emerging businesses.**

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

**The Council will continue to work with key stakeholders and providers to improve access to high speed and next generation information technology infrastructure across the district throughout the plan period by supporting, enabling and, where necessary and practicable, assisting its provision.**

**Monitoring will be undertaken, on not less than an annual basis, to ascertain the nature of the local employment situation and the effectiveness of the employment policies in the context of the prevailing situation nationally. This may warrant the adopted policies being revised if there is an identified need to change the amount, type and location of development that is taking place or the extent to which it is contributing to the achievement of the Council's economic vision for the district.**

### **Policy S3 - Land within the Airport**

**Efficient use of land within the airport boundary should be made whilst protecting the environmental assets of the site and avoiding unnecessarily prominent structures.**

### **Retail Strategy**



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

Saffron Walden is the largest town in the district with the widest range of shops and other facilities it has a Waitrose Supermarket in the town centre and a Tesco store on the edge of the town. An application by Sainsbury's to build a new supermarket on the edge of the town at Thaxted Road was recently refused and the outcome of the subsequent appeal is currently awaited. There is also a Homebase store and Rigeons, a builders merchants on the edge of the town. An outstanding planning permission for a mixed use development on Thaxted Road which has recently been renewed which includes retail warehousing.

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

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

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

Village services are important to local communities. Some villages have a village shop others also have specialist outlets like antique shops, garden nurseries etc. There have been losses of village services in recent years but the Council is generally unable to prevent such losses unless planning permission is required e.g. for a change of use. Where planning permission is required the Council will continue to resist a change of use where this would result in the loss of key rural service.

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

A retail capacity study has been prepared to support work on this local plan. It was published in January 2012. In relation to the main centres it has identified the following issues:

## Saffron Walden

Vacancy rates in the town are relatively low, which in a time of recession would suggest that Saffron Walden is a healthy town centre.

In Saffron Walden there is a case for providing some additional comparison<sup>1</sup> floorspace as there is interest from retailers to secure representation in the town and from customers for expanded and improved facilities. Opportunities to identify new sites for retail floorspace within the existing town centre, however, are limited. The medieval street pattern and the number of listed buildings means that there are issues putting together sites which are large enough and can meet other requirements of the large national retailers e.g. for servicing. The need for additional comparison floorspace in the town is calculated at between 6,946m<sup>2</sup> and 10,200m<sup>2</sup> in 2028. There is not enough identified capacity to meet these requirements. Some new retail floorspace is proposed as part of the development to the east of Thaxted Road but there will be a need to undertake a continuous review of development opportunities as sites become available which might help to achieve this retail floorspace over the plan period. In relation to convenience<sup>2</sup> floorspace there is no need for additional floorspace in Saffron Walden in 2016 and 2021 assuming current retention rates of 72% but by 2028 there will a need for a small amount of additional floorspace around 200m<sup>2</sup>. With an increased retention rate of 80% this need increases to 263-446m<sup>2</sup> in 2021 rising to 467-790m<sup>2</sup> in 2028. The Council's view is that it is reasonable to plan for an 80% retention rate because Saffron Walden is currently underperforming in relation to other centres and to reduce unnecessary travel. Up to 2021 the priority will be to provide comparison floorspace to help regenerate the centre but additional convenience floorspace capacity will need to be identified in the latter part of the plan period up to 2028. A small supermarket could be provided within the town centre but a discount store with associated parking would probably need an out of centre site. In relation to retail warehouse requirements the floorspace requirement of 4,500m<sup>2</sup> could be accommodated on the site on Thaxted Road which already has retail warehouse consent for bulky goods or elsewhere within the site allocation.

The study suggests that it would be unreasonable to plan for any additional comparison floorspace in Great Dunmow. The fact that there has been no development of available sites during a period of population growth and therefore potential growth in expenditure suggests there is little interest from the market in developing here. There is no requirement for additional convenience floorspace in Great Dunmow. The Tesco store on the outskirts of town has recently been granted a renewal of a planning permission for the extension of the store and this will provide the additional floorspace needed. If this planning permission is not implemented the introduction of a discount operator on a suitable site within the town would improve the choice currently available.

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<sup>1</sup> E.g. Clothes, furniture, electrical goods

<sup>22</sup> E.g. Food, drink, newspapers

The retail strategy for the plan period recognises that the District cannot compete with the larger surrounding centres. But it is to maintain a sufficient range of retail outlets to meet people's needs for convenience shopping locally without having to travel outside the district and to meet some of their comparison goods needs. Policies in this plan seek to protect the character of the towns and villages so that they continue to provide an attractive environment which encourages people to visit them.

#### **Policy S4 - Retail Strategy**

**New retail, leisure and other town centre uses will be focussed in the town and local centres as defined on the proposals map.**

**By 2028 appropriate proposals for new retail development will deliver up to 10,200m<sup>2</sup> of comparison floorspace, 790m<sup>2</sup> of convenience floorspace and 4,500m<sup>2</sup> of retail warehousing.**

**The scale of development will need to be consistent with the hierarchy below with larger scale development focussed in the town centres. All development will need to respect the historic and architectural character of the centres. Mixed use developments including a residential element will be supported.**

**Town Centres – Saffron Walden and Great Dunmow**

**Local Centres – Stansted Mountfitchet and Thaxted**

**The loss of existing shops etc will be resisted in order to protect the vitality of the local centres.**

**The village centres of Elsenham, Hatfield Heath, Great Chesterford, Newport and Takeley will be protected and enhanced to provide shops, services and community facilities for local residents.**

**Outside the defined centres shops and other facilities will be safeguarded to provide for the needs of local residents in accordance with policy RET2.**

**Any proposals for retailing and other town centre uses outside the defined town centre or other allocated sites will be considered in relation to the sequential test in National Planning Policy Guidance and if necessary subject to an impact assessment.**

#### **Housing Strategy**

Housing requirements for the District are based on an economic forecast scenario prepared by Edge Analytics as part of a wide ranging demographic study for Essex county and surrounding districts in 2012.

This study considered seven scenarios which can be grouped into 3 types,

- Migration-led – assumptions on the future scale of migration are input to the model. The scenario forecast shows the future population, households, dwellings and labour force that would result from that level of migration. There are three scenarios of this type – Sub National Population Projections (SNPP); migration-led; and nil net migration.
- Dwelling-led – assumptions on the future scale of dwellings are input to the model. The scenario forecast shows the future migration, population, households and labour force that would result from that level of dwelling provision. There are three scenarios of this type – Approved RSS dwellings; Draft Review RSS dwellings; and AMR dwelling trajectory.
- Economic-led – assumptions on the future scale of the labour force are input to the model. The scenario forecast shows the future migration, population, households and dwellings that would result from that level of labour force. There is one scenario of this type – Economic-led.

#### *SNPP- Sub National Population Projections*

The SNPP scenario is the benchmark against which all other scenarios are compared. The scenario replicates the 2008-based sub-national projection from the Office of National Statistics (ONS); the latest set of 'official' projections for local authority districts in England. This 'trend' scenario is based on historical evidence from 2004-2008 and does not take account of any later information from the 2009 and 2010 mid-year estimates. In comparison to the other 6 scenarios the SNPP uses the projected populations for 2009 and 2010, rather than the mid-year estimates. This means that there is some variation in the 2010 population between the SNPP scenario and the remaining scenarios.

#### *Migration-led*

To take account of more recent evidence from the 2009 and 2010 mid-year estimates, an alternative, 'Migration-led, 'trend' scenario has been run. This uses the later 2006-2010 period as the basis for the derivation of its migration assumptions from the components-of-change evident in the mid-year estimates. The scenario assumes that long-term variations in mortality and fertility are consistent with those evident in the latest (2008-based) national assumptions.

#### *Net-nil Migration*

An additional 'trend' scenario has been run, assuming that the 'net' impact of migration is zero throughout the projection period. This does not mean zero migration. The scenario assumes that in and out-migration continue (for both internal and international flows) but the overall balance between the two is zero. Fertility and migration assumptions remain consistent with the Migration-led

scenario.

#### *Approved RSS*

The first of the dwelling-led scenarios is based on the dwelling provisions set out in Policy H1 of the Approved Regional Spatial Strategy (May 2008). For each district, dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.

#### *Draft review RSS*

The second of the dwelling-led scenarios is based on the dwelling provisions set out in Policy H1 of the Draft Review Regional Spatial Strategy (March 2010). For each district, dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.

#### *AMR Dwelling Trajectory*

The final dwelling-led scenario is based on the dwelling trajectory published in each authority's 2010 Annual Monitoring Report (AMR) or an updated dwelling trajectory that has been published and used for local planning policy purposes during 2011. For each district, dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.

#### *Economic*

The final scenario is one which constrains future population and household growth to the economic baseline forecast of Autumn 2010 produced by the East of England Forecasting Model (EEFM). Output from the EEFM includes a projected growth trajectory for the size of the labour force in each district. The annual growth associated with this trajectory is illustrated in Table 4 below. The annual labour force growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the labour force target.

The relationship between population, the labour force and the number of jobs in a district is controlled by three parameters: economic activity rates, unemployment rates and a commuting ratio. Economic Activity rates by age and sex have been derived from analysis by East of England Regional Assembly which informed previous forecasts undertaken during preparation of the Regional Spatial Strategy and take account of changing labour force participation expected in the older age-groups as a result of proposed increases in the pension age. The unemployment rate and the commuting ratio have been derived from the 2001 Census and remain constant throughout the projection period.

*Table 4 Implications of Scenarios for Housing Growth in Uttlesford*

Scenario	Change 2010 - 2033				Average per year		
	Population Change	Population Change %	Households Change	Households Change %	Net Migration	Dwellings	Jobs
Migration-led - R	37,394	48.2%	15,210	49.1%	1,393	686	685
Approved RSS - R	21,533	27.8%	9,539	30.8%	787	430	324
Draft Review RSS - R	19,680	25.4%	8,873	28.6%	718	400	282
SNPP	16,667	21.9%	9,087	29.6%	661	410	249
Economic - R	15,891	20.5%	7,500	24.2%	578	338	197
AMR Dwelling Trajectory - R	3,339	4.3%	2,955	9.5%	92	133	-87
Net-Nil Migration- R	-1,724	-2.2%	-572	-1.8%	0	-26	-330

*Note: 'AMR Dwelling Trajectory - R' scenario reverts to zero dwelling growth from 2027 onwards*

The Council considered the various scenarios and decided that the Economic scenario was the most appropriate on which to base the future planning of the district. Based on the scenario this plan will need to make provision for 338 new homes a year. Taking into account, completions since 2001, existing planning consents and in accordance with the settlement hierarchy set out above, this plan identifies new sites for 3,300 homes on sites identified in the site allocation policies and shown on the maps in the Site Allocations section of the plan.

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

The majority of properties in Uttlesford are privately owned. The District Council owns and maintains around 2870 properties. Smaller numbers are owned by Housing Associations and the Ministry of Defence.

The delivery of affordable homes is a key element of the Council's own housing strategy. Because of high house prices there are some members of the

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

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

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

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

The Council is intending to produce a separate plan which will allocate specific sites for Gypsies and Travellers following the publication of a new Gypsy and Traveller Accommodation Assessment, which is to be carried out this year. As set out in the Local Development Scheme which is available on the Council's website there will be a call for sites for this plan in October 2012 and it should be adopted in December 2014. This plan contains a development management policy which sets out the criteria which the Council will use to determine any planning applications for Gypsy and Traveller sites received in the meantime.

The amount of housing that the plan needs to provide is 9,870 homes This will be made up from the following sources:

- Homes which have already been built between 2001 and 2011 (3,825)
- Homes which have been granted planning permission before 2011 but which are not yet complete (2,394) – these are listed in the Site Allocations Section.

- Additional homes granted permission on larger sites since April 2011 (337)
- New allocations in this plan (3,314)

### **Policy S5 - Meeting Housing Need**

**The housing strategy will:**

- **Provide for 9,870 new homes between 2001 and 2028**
- **Require the provision of an element of affordable housing by securing 40% affordable housing in schemes of 15 units or more, securing 20% on schemes of 5 – 14 units or a financial contribution on schemes of under 5 units.**
- **Make provision for affordable housing for local people in rural areas by permitting exception sites for affordable housing on certain sites when provided in association with a Registered Provider.**
- **Provide housing to meet other special housing needs such as key workers, the disabled, elderly and agricultural/rural workers**
- **Provide for the operational needs of military personnel at Carver Barracks**
- **Provide for sites for Gypsies, Travellers and Travelling Show People**

### **Policy S6 - Housing Strategy**

**Provision is made for 9,870 new homes in Uttlesford during the period 2001 to 2028 in the following locations:**

- **Committed and identified redevelopment sites within Saffron Walden, Great Dunmow and Stansted Mountfitchet**
- **Committed urban/settlement expansion, at Rochford Nurseries, Birchanger/Stansted Mountfitchet; Priors Green Takeley/Little Canfield; Woodlands Park, Great Dunmow; and Flich Green.**
- **A minimum of 1150 on the southern and western edges of Great Dunmow and a minimum of 860 on the eastern edge of, and 20 in Saffron Walden.**
- **On the edge of and in the Key Service Centres of a minimum of; 400 in Elsenham; 100 in Great Chesterford; 370 in Newport; 60 in Stansted Mountfitchet; 200 in Takeley and 60 in Thaxted; and a minimum of 100 in other villages where there would be rural sustainability benefits**

**The following factors will be taken into consideration in identifying sites on the edge of and in Great Dunmow, Saffron Walden and on the edge of and in the Key Villages of Newport; Stansted Mountfitchet; Thaxted; Great Chesterford; and Takeley; and in other villages where there would be rural sustainability benefits:**

- **Proximity of the site to existing services and facilities.**



- **Impact on the settlement character – the approaches to the settlement and the historic core.**
- **Impact on the countryside setting of the settlement.**
- **Use of Brownfield sites.**
- **Loss of any existing use of the site such as employment or recreational uses.**

**The design, layout and new infrastructure will**

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

**Phasing and Delivery**

The Council will monitor housing delivery closely. This is necessary to make sure that the delivery remains close to the targets identified in the housing strategy throughout the plan period. Essex County Council, on behalf of the District Council undertake a robust Annual Residential Land Availability survey which reports on the progress of all sites. The Annual Monitoring Report produced by the District includes details of a 5-year supply of deliverable sites and the housing trajectory. If delivery is found to be short of what is required action will need to be taken - this could include bringing forward some sites or if rates are significantly lower than predicted, reviewing the plan.

**Policy S7 - Phasing and Delivery of Housing**

**It is proposed that allocations will be phased to make sure that delivery remains close to the overall strategic requirement of the housing strategy and National Planning Policy Framework. Phasing will also make sure that the scale and timing of housing is coordinated with new infrastructure. The Council will also monitor overall housing delivery closely, and seek to bring forward allocations if required or instigate a review of the LDF if delivery rates are significantly lower than predicted.**

**Environmental Protection**

A primary consideration regarding the location of any new development is whether it is provided on greenfield or previously-developed (i.e. brownfield) land. The supply of previously-developed land in the district is limited and brownfield sites will only make a relatively limited contribution to the delivery of the growth targets. But, in order to make the best use of available land resources, the Council will continue to encourage the re-use of previously-developed sites where these become available. Sites being proposed for development are, as far as possible outside areas known to be at risk from pollution or contamination e.g. outside areas subject to noise from Stansted Airport or will be required to provide appropriate mitigation/safeguards.

### **Policy S8 - Environmental Protection**

**The Council will seek to ensure the prudent and sustainable management of the District's towns, villages and countryside by:-**

- **prioritising the development of previously-developed land which is un- or under-used for uses which are demonstrably sustainable in that location;**
- **minimising the amount of unallocated greenfield land that is developed;**
- **retaining and, where possible, enhancing the character, appearance and setting of those areas, settlements or buildings that are worthy of protection;**
- **reducing, to an acceptable level, any pollution that may result from development. The potential impacts of noise, light, fumes, smell, dust or exposure to any other pollutants must be taken into account in locating development, during construction and in use and appropriate mitigation measures included; and**
- **identifying and assessing any known or potential contamination both on development sites and on sites which could affect development sites and formulating and carrying out any appropriate mitigation measures agreed before development takes place.**

### **Flood Risk**

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

requirements are set out in the Development Management and Site Allocations Policies.

### Policy S9 - Minimising Flood Risk

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

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

Flood Risk Vulnerability classification (see Table D2)		Essential Infrastructure	Water compatible	Highly Vulnerable	More Vulnerable	Less Vulnerable
Flood Zone (see Table D.1)	Zone 1	✓	✓	✓	✓	✓
	Zone 2	✓	✓	Exception Test required	✓	✓
	Zone 3a	Exception Test required	✓	x	Exception Test required	✓
	Zone 3b 'Functional Flood plain'	Exception Test required	✓	x	x	x

Key:

✓ Development is appropriate

x Development should not be permitted

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

1. it is demonstrated that the development provides wider sustainability benefit to the community that outweigh flood risk informed by the Strategic Flood Risk Assessment where one has been prepared; and
2. the development is on developable previously-developed land or, if it is not, that there are no reasonable alternative sites on developable previously-developed land; and

- 3. a Flood Risk Assessment demonstrates that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;**

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

- 1. there are no reasonably available sites in Flood Zones 1 and 2;**
- 2. the flood risk vulnerability of the proposed use meets the tests in the table above.**

**Within each Flood Zone the Council will:**

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

### **Natural Resources**

Water use in Uttlesford is high. The current average per capita consumption (PCC) for the Three Valleys Water, Northern Water Resource Zone which supplies Uttlesford is 166 litres per person per day (l/p/d). The Government has set an aspirational target in Defra's "Future Water" Document for an average PCC across all dwellings of 130 l/p/d. Defra predict this target can be achieved by 2030 through a combination of water efficiency measures and demand management measures such as low consumption appliances and fittings and changes in metering and tariffs. The Code for Sustainable Homes has much more stringent targets with 120 l/p/d for Code levels 1 and 2, 105 l/p/d for Code levels 3 and 4 and 80 l/p/d for Code Levels 5 and 6. It is important that development is designed so that initial water use is reduced and arrangements are made for water to be re-used where possible detailed requirements will be set out in the Development Management Policies.

Uttlesford has been very successful in encouraging residents to recycle their domestic waste. The proportion of household waste being recycled or composted in 2007/8 was the highest in Essex which meant that Uttlesford had the lowest proportion of waste collected going to landfill. The Council in its role as waste collection authority, in partnership with Essex County Council will continue to encourage recycling by making appropriate facilities available throughout the district. There is a Civic Amenity site in Saffron Walden and a new Waste Transfer Station is being planned in Great Dunmow. New buildings should incorporate space for recycling and collection of compostable materials. New development should minimise non-renewable resource consumption including

building materials and by re-using and recycling construction and demolition waste.

### **Policy S10 - Natural Resources**

**Where feasible and practicable, development should:-**

- **be designed in order to minimise the consumption of, and make adequate and appropriate provision for the recycling of, water;**
- **be designed in order to minimise the production of, and make adequate and appropriate provision for the recycling of, waste; and**
- **maximise the use of recycled building materials and other sustainable building materials and techniques.**

**The extent to which water consumption and waste generation is reduced will be monitored against the current national or local targets. Major development applications will need to demonstrate the relevant measures that the scheme incorporates and the anticipated levels of water consumption and waste generation. The proposed measures will need to result in the current targets being met in order to be acceptable.**

In 2008, Uttlesford District emitted the 6th highest amount of CO<sub>2</sub> in the County at 855.32kt. The largest proportion of this came from road transport and the least from domestic use.

Overall there has been a reduction in CO<sub>2</sub> emissions in Uttlesford from 9.1 tonnes per capita in 2005 to 8.7tonnes per capita in 2008. In 2008 at 3.2tonnes per capita Uttlesford residents emitted the highest amount of CO<sub>2</sub> from road transport in the County. (Source: Strategic Environmental Assessment Baseline Information Profile 2010, Essex County Council) Particular problems arise from the rural nature of the district which leads to dependence on private cars for transport and the use of high emission fuels for heating such as oil, LPG and electricity.

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

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

Improving energy efficiency offers potential for reducing emissions from the district and can reduce energy costs for householders and businesses. Details of the measures required are set out in Policy EN1.

### **Policy S11 - Renewable Energy and Energy Efficiency**

**Development should be located and designed so as to:-**

- **be as energy efficient as reasonably possible;**
- **include renewable or low carbon energy sources to minimise CO<sub>2</sub> emissions; and**
- **minimise the potential adverse consequences associated with the prospect of greater extremes of weather conditions.**

**Proposals to generate energy from renewable sources will be permitted unless they are likely to have an excessive adverse impact upon ecological, heritage, landscape, amenity or other aspects of the environment. Provision should be made for the site to be cleared and reinstated to its previous use if the operation ceases.**

### **Protection of the Countryside**

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

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

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

The Plan identifies a Countryside Protection Zone around Stansted Airport. The aim of this policy approach is to maintain Stansted as an "airport in the countryside". The priority within this zone is to restrict development which would cause coalescence between the airport and surrounding development.

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

### **Policy S11 - Protection of the Countryside**

**The Countryside is defined as land outside development limits and identified growth locations and includes land within the Metropolitan Green Belt and land beyond the Metropolitan Green Belt. The Countryside will be protected for its intrinsic character and beauty, for its value as productive agricultural land, recreational land and for biodiversity. The landscape character and local distinctiveness of the Countryside will be protected and enhanced. Proposals for development will need to take into account the landscape's key characteristics, features and sensitivities to change in accordance with the relevant Development Management Policy.**

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

**Within the countryside, beyond the Metropolitan Green Belt the proposal map identifies the Stansted Airport Countryside Protection Zone. The openness of this zone will be maintained in accordance with the relevant Development Management Policy.**

**Within the Countryside beyond the Metropolitan Green Belt, planning permission will be granted for development appropriate to a rural area in accordance with the relevant Development Management policies. In considering proposals the Council will seek**

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

### **Protecting the Historic Environment**

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

The historic environment is a fundamental part of the district’s environmental infrastructure but it is sensitive to change and needs to be properly understood to make sure it is managed and conserved. There may be opportunities to enhance the historic environment and it is important that these are realised and that adverse impacts associated with development are minimised.

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

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

### **Policy S13 - Protecting the Historic Environment**

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

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

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



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

### **Protecting the Natural Environment**

The strategy is to protect and enhance biodiversity within the District working with partners including the Essex Biodiversity Project and the Essex Wildlife Trust and through controls on new development.

There are no European or international wildlife sites in Uttlesford. The Council will make sure that statutory sites within the district such as Sites of Special Scientific Interest (SSSI) receive the highest level of protection and that the value of other designated sites is protected. Sites with protected species, important habitats and sites which are important for their historic landscape interest will be protected and where possible enhanced. These sites are identified in the Development Management Policies.

### **Policy S14 - Protecting the Natural Environment**

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

**Development proposals should protect and enhance sites that are designated for their importance to nature conservation or geology as well as non-designated sites of ecological or geological value.**

### **Accessible Development**

Car ownership within the district is high. In a rural district like Uttlesford where many people live in smaller settlements and facilities are concentrated in centres outside the District and in Saffron Walden, Great Dunmow and the larger villages the strategy needs to recognise that the car will continue to play an essential role in the daily lives of most residents.

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

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

Applications for major new development sites will be required to submit clear proposals in a travel plan for reducing travel to work by car. Demand responsive travel options like taxi buses and car pools will be supported and the Council will continue to work in partnership to provide community transport schemes like Uttlesford Community Travel which provides transport for people who, through age, disability or rural isolation find it difficult to access public transport.

Air quality is an issue in some areas of the district where congestion or levels of traffic lead to higher levels of pollutants than would otherwise be the case. Development within or which is likely to contribute to higher levels of within these identified zones will be expected to include measure to mitigate adverse impacts.

### **Policy S15 - Accessible Development**

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

- **The capacity of the access to the main road network and the capacity of the road network itself must be capable of accommodating the development safely and without causing congestion.**
- **Development will be managed so that it improves road safety and takes account of the needs of all users.**
- **Development should take into account impact on air quality.**
- **New development should be accessible by public transport and be linked to services and facilities and the wider footpath and cycle network by safe, well designed pedestrian and cycle routes.**
- **Travel plans and Transport Assessments/Statements will be required for specific development proposals to demonstrate how a reduction in car travel will be achieved.**

### **Access Strategy for Stansted Airport**

Stansted Airport is a regional interchange centre where people are able to change easily from one form of travel to another. The current Surface Access Strategy for the airport called "Leading the way forward" runs from 2008 to 2015. A new surface access strategy will be produced to cover the period from 2015 onwards. In addition there is a Section 106 agreement relating to the 25 million passengers per annum (mppa) permission, a unilateral obligation relating to the

G1 (35 mppa) permission and associated conditions required to be imposed by the Highways Agency. All these combine to provide a framework within which the surface access needs of the airport as currently permitted to develop will be managed. The Council will continue to work with other District and County Authorities, bus and rail operators and groups like Sustrans in the Stansted Area transport forum to improve public transport and cycling routes to the airport and through the regional transport interchange to wider destinations.

### **Policy S16 - Access to Stansted Airport**

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

### **Infrastructure**

Making sure that development is supported by the necessary community facilities and transport infrastructure is essential to creating sustainable communities. The policy below sets out the broad requirements for the proposed development locations. The site allocation policies will set out requirements for individual sites and an infrastructure delivery plan will set out in more detail what infrastructure will be required, how it will be delivered and who by. Infrastructure will be funded through development contributions as set out in the Community Infrastructure Levy. A draft charging schedule will be published for consultation in October.

### **Policy S17 - Infrastructure**

**Development must take account of the needs of new and existing populations in terms of school classrooms, pre-school places, sports provision, primary healthcare and other community and cultural facilities including shops and community centres. Each development must address water supply, sewage disposal and flood risk issues and make provision for children's playspace, open space and green infrastructure.**

### **Open Space**

Making sure there are enough community facilities for sport to meet current needs and the additional requirements arising from any new development is one of the key aims of the plan. The provision of open space contributes to healthy and active lifestyles. Planning permission will only be granted for a change of use

of existing playing fields/sports pitches when it can be demonstrated that there is no longer a use for the facility where suitable replacement facilities are provided. All new residential development will need to provide formal play space and sports facilities in accordance with adopted standards or make a financial contribution towards joint provision. All provision needs to be accessible. In addition formal and informal green space should be provided in new development and existing areas maintained and where possible improved. Where possible green spaces should be linked to each other and to the countryside beyond development boundaries to maximise biodiversity benefits. Detailed requirements are set out in the site allocations and development management policies.

### **Policy S18 - Open Space**

**Existing facilities for recreation, sport and play together with formal and informal open space that meets local need and adds value to the community will be safeguarded. New residential development will be required to include appropriate open space, allotments, play areas and other sports provision to meet the current and future needs of residents or contribute to the joint provision of new facilities or the enhancement of existing facilities in the area.**

## Site Allocations

Specific new allocations are made in the following settlements:

- Saffron Walden
- Great Dunmow
- Elsenham
- Great Chesterford
- Newport
- Stansted Mountfitchet
- Takeley/Little Canfield
- Thaxted
- Clavering
- Great Hallingbury
- Henham
- Radwinter
- Stebbing
- Wendens Ambo

Maps showing the policy areas are included at the end of each policy section below. A composite map of the settlement which shows these policy areas and other proposed changes e.g. to the development limits is included at the end of each settlement section.

### **SAFFRON WALDEN INSET**

*Land between Radwinter Road and Thaxted Road and land to south of Lord Butler Leisure Centre and west of Thaxted Road*

This 79 hectare site to the east of Saffron Walden is a strategic allocation which includes employment provision. There are a variety of existing uses in the whole allocation although the principle use is agricultural. The site falls within a number of different ownerships but the Council's aim is to secure a comprehensive development over the whole site. Access, traffic generation and air quality are important considerations. The provision of formal and informal open space within the scheme is required together with formal open space provision to land to south of Lord Butler Leisure Centre and west of Thaxted Road on a 7.8 hectare site. The site forms part of two key gateways to Saffron Walden and improvements to these gateways and approaches are sought as part of the development.

*Former Willis and Gambier site, Radwinter Road*

This 2.1 hectare site to the east of Saffron Walden forms a key gateway to Saffron Walden from the east and improvements to this gateway and approach are sought as part of the development. The existing buildings are derelict and degrade the areas appearance. Redevelopment will improve the character and appearance of the area. The site access will provide improved and coordinated roundabout access to the supermarket as well as the allocation.

#### *Land to the west of Debden Road*

This 0.5 hectare site to the west of Debden Road is currently occupied by industrial buildings and surrounded on all sides by residential development. The existing buildings are of poor quality and degrade the areas appearance. Redevelopment will improve the character and appearance of the area.

#### **Saffron Walden Local Policy 1**

##### Land between Radwinter Road and Thaxted Road and land to south of Lord Butler Leisure Centre and west of Thaxted Road

The land to the east of Saffron Walden is allocated for a minimum of 800 residential dwellings and 3 hectares of employment land.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
  - 7 unit learning disability scheme (as part of affordable housing).
  - 12 unit Adult Social Care scheme (as part of affordable housing).
- It provides for a link road between Thaxted Road and Radwinter Road to include improvements to junctions at both ends, provision of cycle/footway from Saffron Walden to Audley End station, other off-site highways works as required by the Transport Assessment and public transport contributions.
- It provides for 2.1 hectares of land for pre/primary school and construction of school facility.
- It provides off site provision of land adjacent to Saffron Walden County High School as part of education contribution.
- It provides improved Doctors surgery and other provision.
- It provides for recreation open space within the development to include provision of mix of formal playing pitches and informal recreation areas. The provision of children's play spaces (LAPS, LEAPS, NEAPS). The provision of 2 hectares of allotments and substantial strategic landscape buffer to eastern edge of allocation.
- The 7.8 hectares of land to south of Lord Butler Leisure Centre and west of Thaxted Road shall provide for an addition to the existing skateboard park together with noise attenuation screening and landscaping. Provision of 3 adult football/rugby pitches, junior pitches, pavilion and car parking to serve both sports pitches and skateboard park extension.
- This housing allocation is subject to linked employment and retail allocations which should come forward as part of the Master Plan. The employment provision will include employment uses comprising industry and/or warehousing and/or similar 'sui generis' uses. These should be located generally to the rear of the Shire Hill Industrial Estate, fronting Radwinter Road or to the south of the allocation and north of Thaxted Road.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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

NOTE: This allocation will include an element of retail which is dependent on the outcome of the Sainsbury's appeal.

### **Saffron Walden Local Policy 2**

#### Former Willis and Gambier site, Radwinter Road

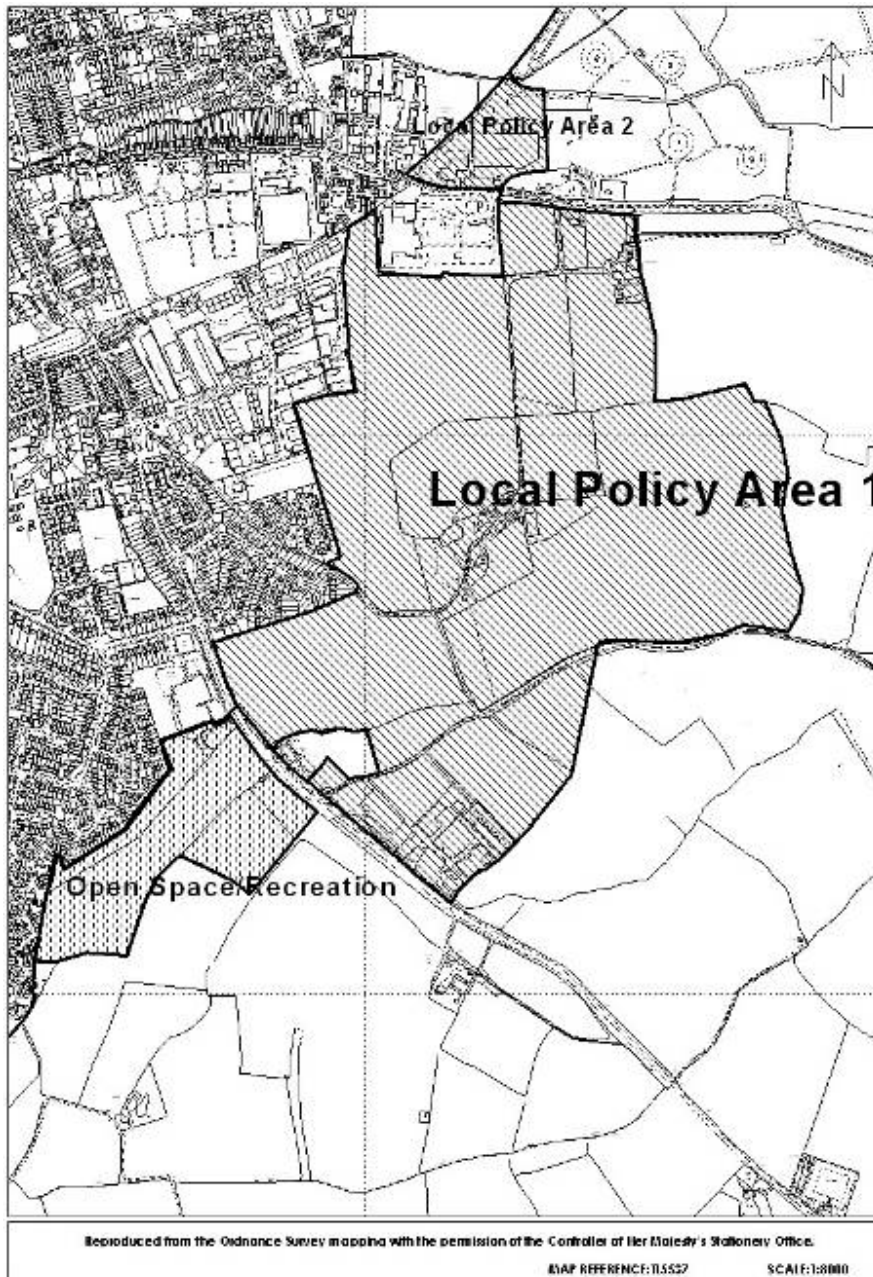
The land to the north of Radwinter Road, formerly the Willis and Gambier site, is allocated for a minimum of 60 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community.
- It provides for a roundabout at its entrance with Tesco, contributions towards improvements of the Radwinter Road and Thaxted Road junction and contribution towards cycle/footway from Saffron Walden to Audley End station and public transport contributions.
- It provides for a minimum of 60-bed Extra Care Unit (as part of affordable provision).
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



### **Saffron Walden Local Policy 3**

#### Land to the west of Debden Road

The land to the west of Debden Road, LPA, is allocated for a minimum of 20 residential dwellings.

The following criteria must be met:

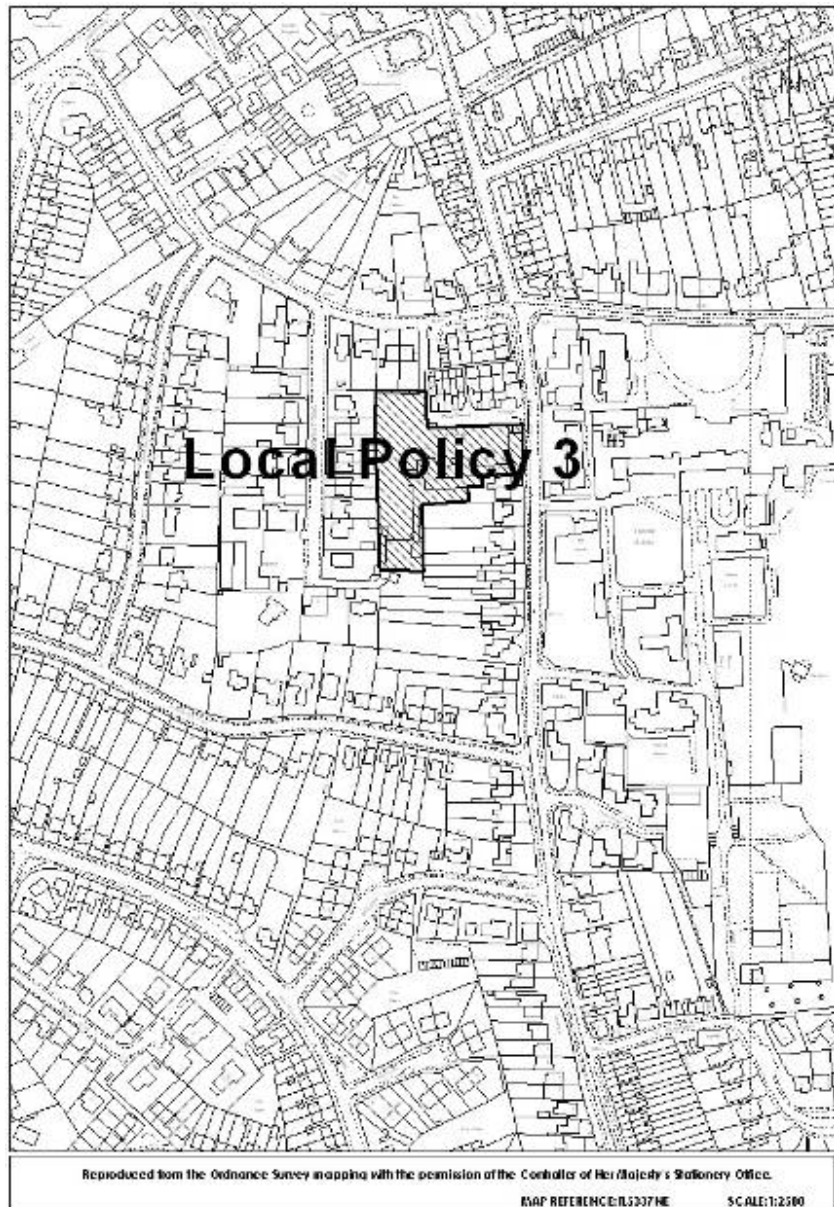
- The development provides for a mixed and balanced community.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to

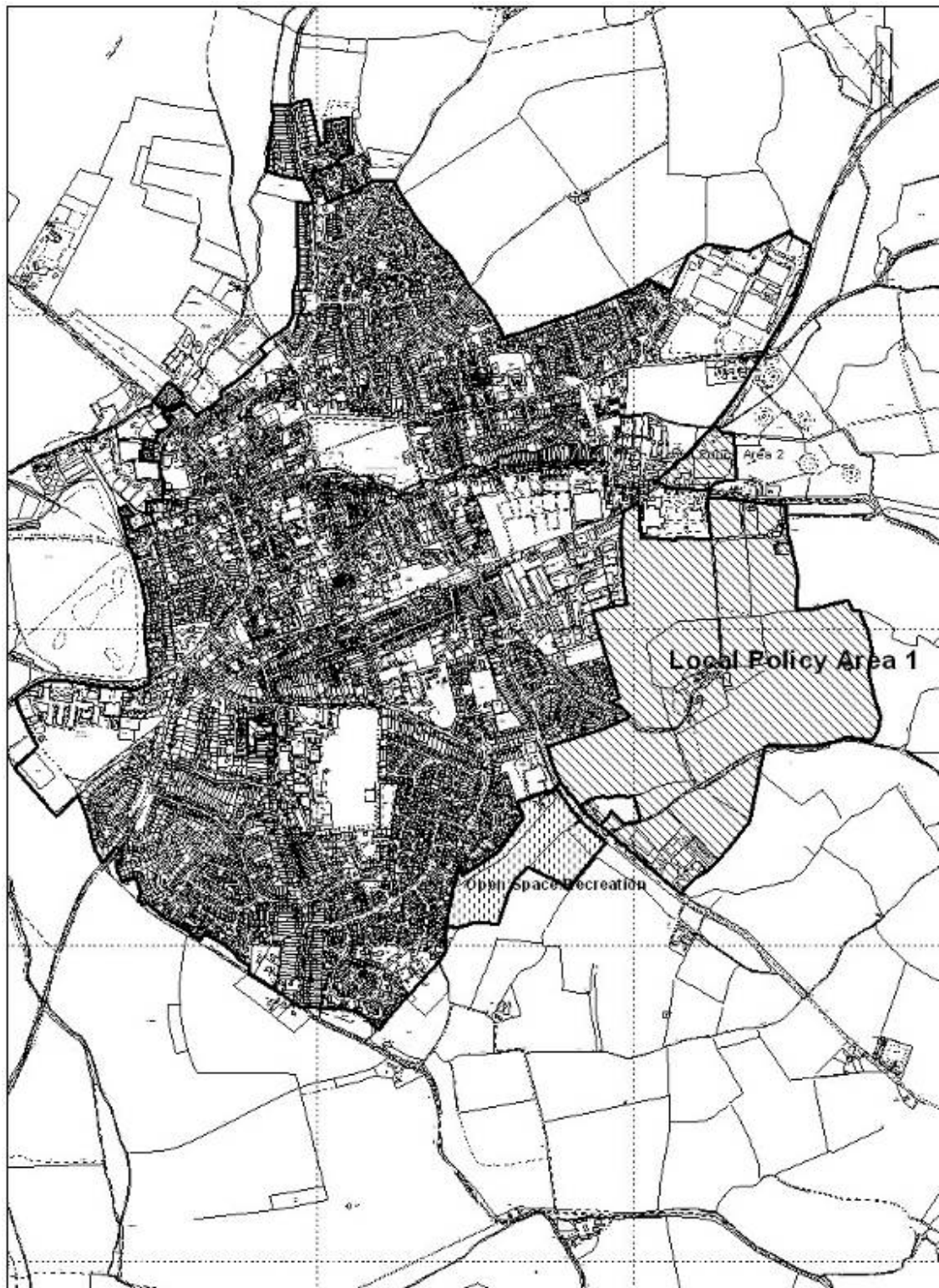


provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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





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MAP REFERENCE: IL5437

SCALE: 1:15000

## **GREAT DUNMOW INSET**

### *Land north of Stortford Road and west of Great Dunmow*

This 55 hectare site to the west of Great Dunmow is a strategic allocation. The site falls within a number of different ownerships but the Council's aim is to secure a comprehensive development over the whole site. The site forms two key gateways to Great Dunmow and improvements to these gateways and approaches are sought as part of the development.

### *Land west of Chelmsford Road*

This 16.5 hectare site to the south of Great Dunmow is a strategic allocation including employment provision. The Council's aim is to secure a comprehensive development over the whole site. Access and traffic generation are important considerations and improvements to the Hoblongs Junction will need to be delivered as part of the scheme. The site forms a key gateway to Great Dunmow and improvements to this gateway and approach are sought as part of the development.

### *Land north west of the junction of the A120 with Chelmsford Road*

This 1.7 hectare site to the north west of Great Dunmow is designed to provide waste transfer provision within this part of the District. Access and traffic generation are important considerations and improvements to the Hoblongs Junction will need to be delivered as part of the scheme. The site forms a key gateway to Great Dunmow and improvements to this gateway and approach are sought as part of the development.

## **Great Dunmow Local Policy 1**

### Land north of Stortford Road and west of Great Dunmow

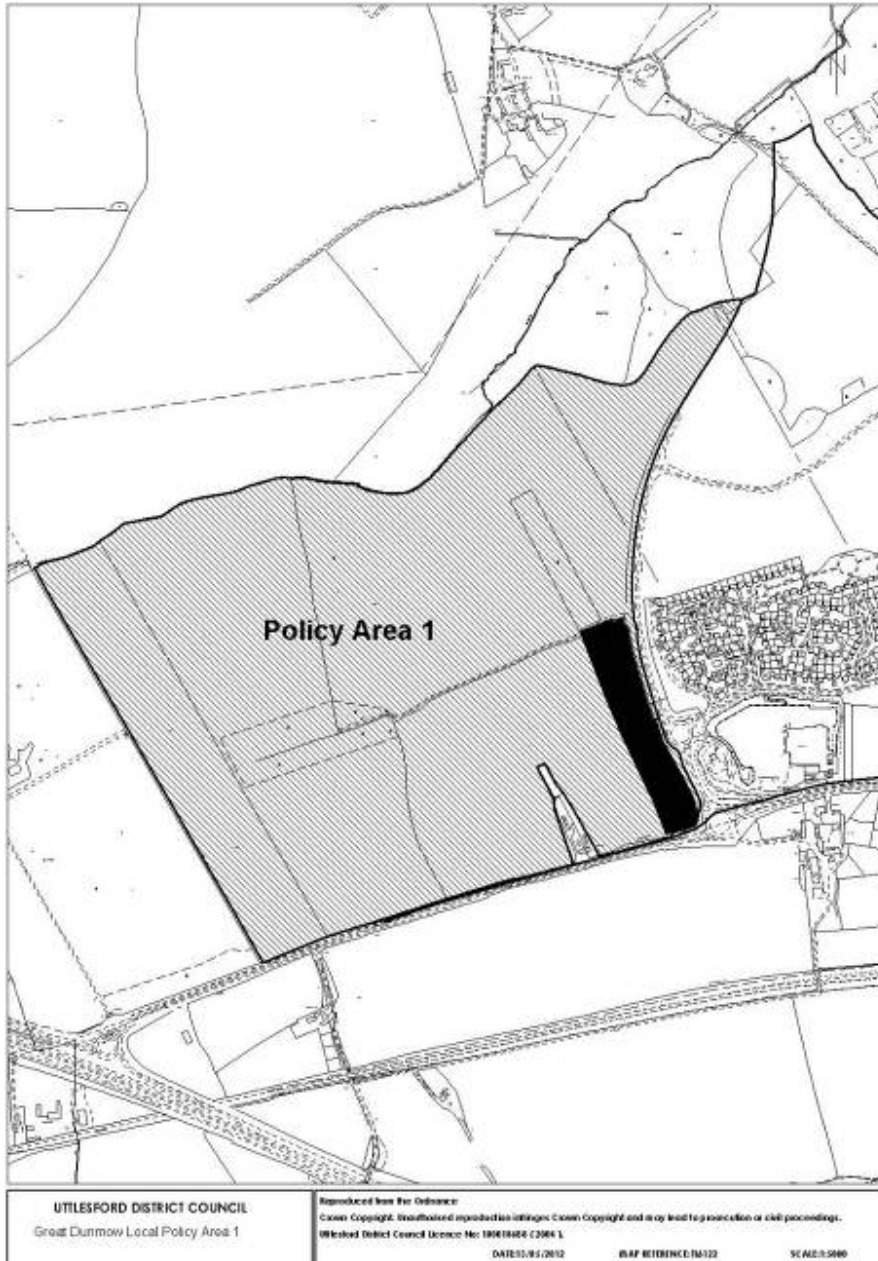
The land to the west of Great Dunmow and north of Stortford Road is allocated for a minimum of 850 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
  - Scheme for vulnerable adults (as part of affordable housing provision).
- It provides for a local centre incorporating community facilities of community centre/sports hall provision, Doctors surgery provision and 2.1 hectares of land and construction of pre/primary school and the land and construction of a post 16 education centre provision.
- It provides for recreation open space within the development to include provision of mix of formal playing pitches (junior and adult football/rugby) and informal recreation areas. The provision of children's play spaces (LAPS, LEAPS and NEAPS). The provision of 3 hectares of allotments across the allocation and substantial strategic landscape buffer to north and west edges of allocation.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



## **Great Dunmow Local Policy 2**

### Land west of Chelmsford Road

The land known as Smiths Farm to the west of Chelmsford Road and north of the A120 is allocated for a minimum of 300 residential dwellings and 3 hectares of employment land.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
- It provides for a minimum of 70-bed Extra Care Unit (as part of affordable provision).
- It provides for any necessary junction improvements to the Hoblongs junction in accordance with the submitted Transport Assessment which are completed and operational prior to any part of the sites coming into use.
- It provides for public transport contributions.
- It provides for 1.7 hectares of land for pre/primary school and construction of school facility.
- It provides for recreation open space within the development. The provision of children's play spaces (LEAPS and NEAPS).
- This housing allocation is subject to a linked employment allocation which should come forward as part of the Master Plan. The employment provision will include employment uses comprising industry and/or warehousing and/or similar 'sui generis' uses.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.
- The necessary improvement works to the junction will be determined by the highway authority and will include preventing excessive traffic congestion at the junction, particularly in peak hours, as a consequence of the development and use of both these sites.

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

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

## **Great Dunmow Local Policy 3**

### Land north west of the junction of the A120 with Chelmsford Road

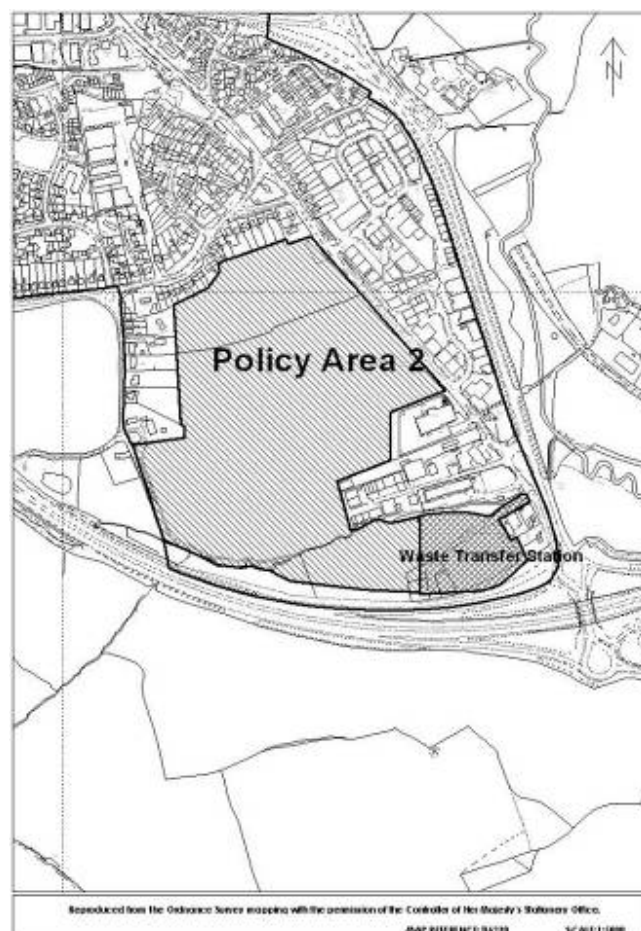
The site to the north west of the junction of the A120 with the Chelmsford Road is allocated for a waste transfer station.

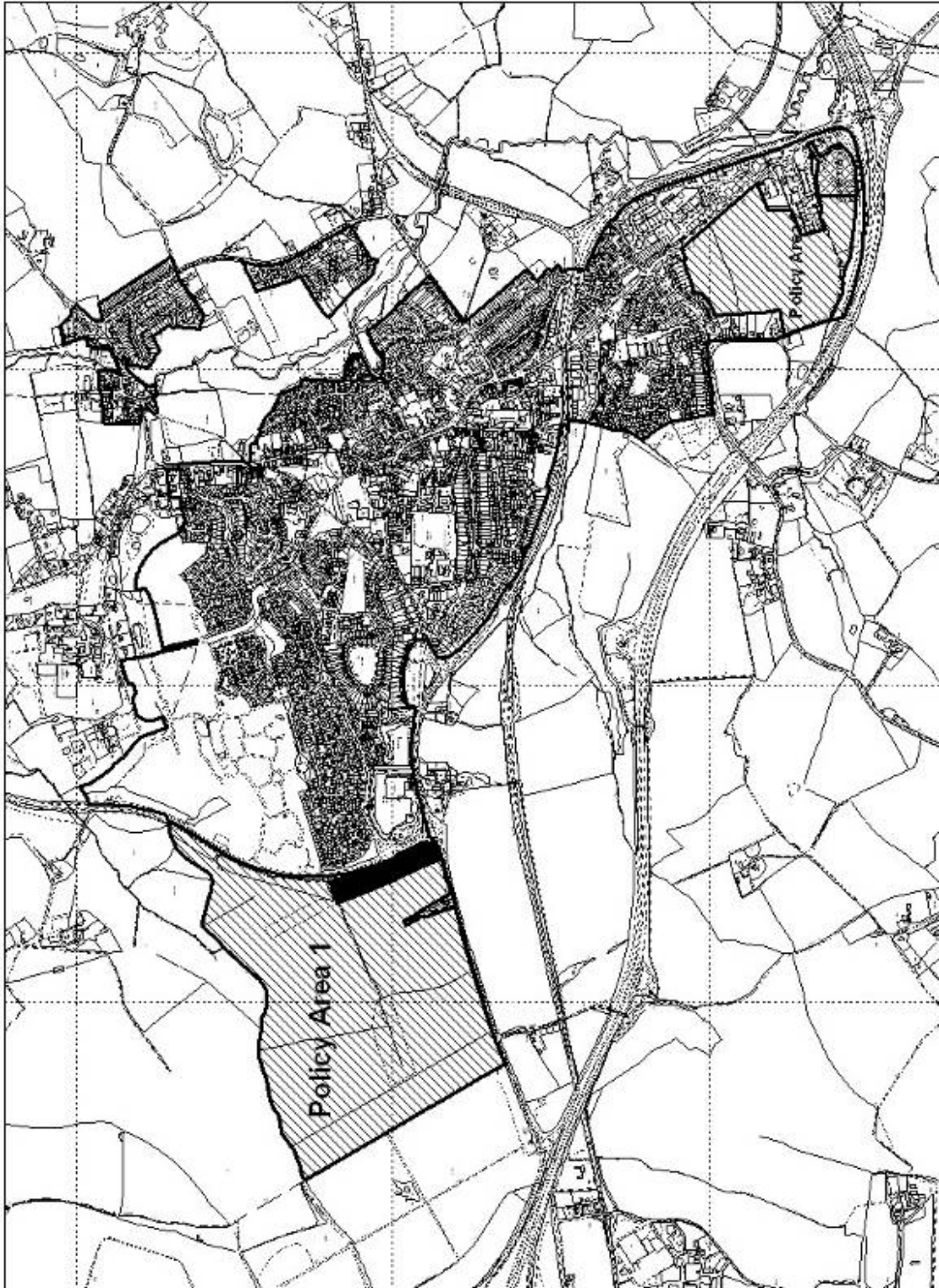
The following criteria must be met:

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

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

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





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SCALE: 1:15000

## **ELSENHAM INSET**

### *Land west of Station Road*

This is a 7 hectare site to the west of Station Road Elsenham. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key gateway to Elsenham and improvements to this gateway and approach are sought as part of the development.

### *Land west of Hall Road*

This is a 6 hectare site to the west of Hall Road Elsenham. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key gateway to Elsenham and improvements to this gateway and approach are sought as part of the development.

### *Land south of Stansted Road*

This is a 12 hectare site to the south of Stansted Road Elsenham. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key gateway to Elsenham and improvements to this gateway and approach are sought as part of the development.

### *Land at Gaunts End*

This is a 5.6 hectare site at Gaunts End Elsenham. The site has been developed for high quality business units and has planning permission for further extension. The Council's aim is to maintain the high quality nature of the development over the whole site.

## **Elsenham Local Policy 1**

### Land west of Station Road

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

The following criteria must be met:

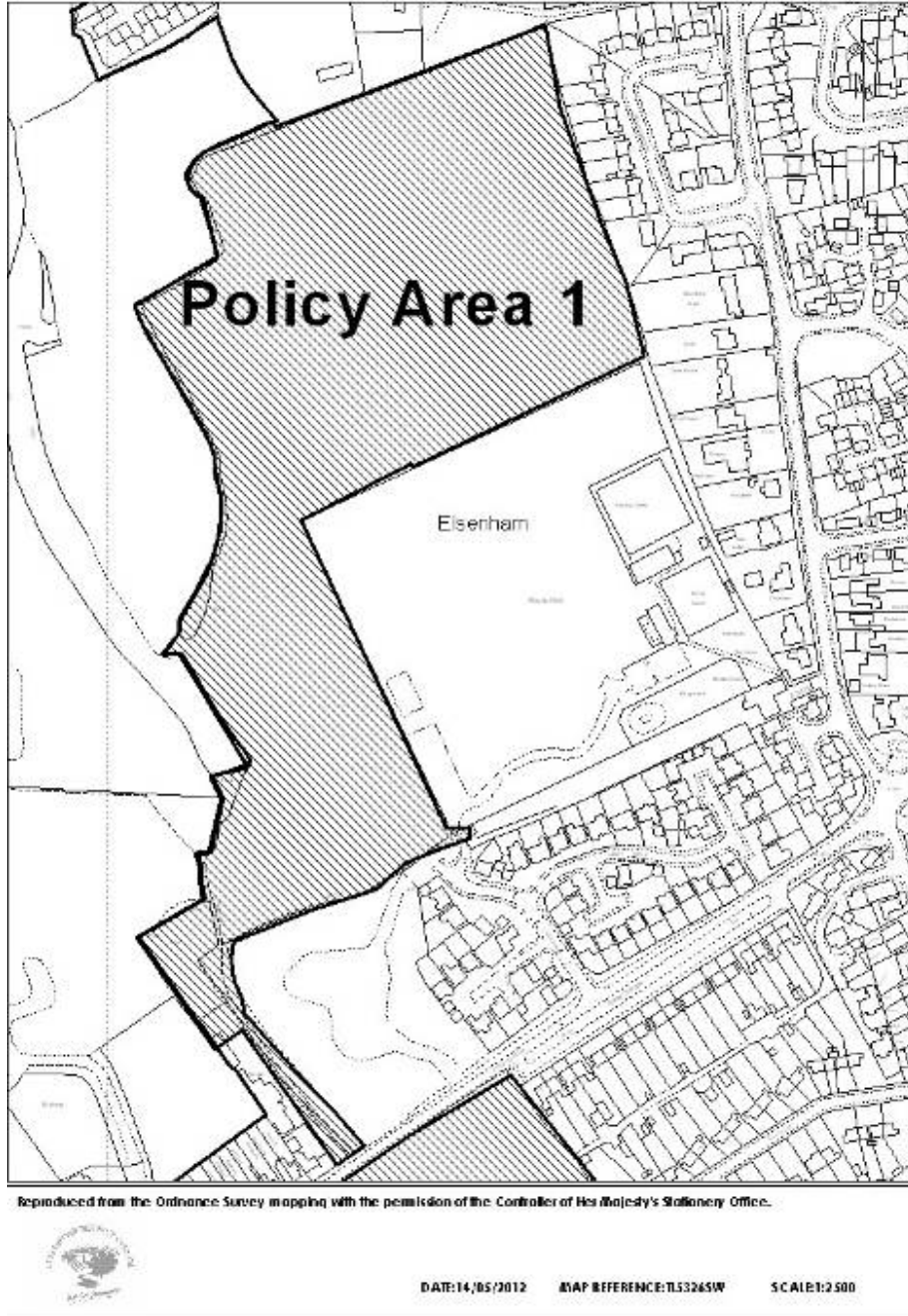
- The development provides for a mixed and balanced community.
- It provides for a minimum of 55-bed Extra Care Unit.
- It provides for recreation open space within the development to include provision of addition to existing formal playing pitches and informal recreation areas. The provision of children's play spaces (LAPS) and a Management plan for Alasa Wood.
- It provides land and a community centre on site.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

Development will need to be implemented in accordance with the Master Plan and design guidance approved by the Council and other Development Management policies.



Implementation of the Master Plan proposals will be regulated by legal obligation in association with the grant of planning permissions.



## **Elsenham Local Policy 2**

### Land west of Hall Road

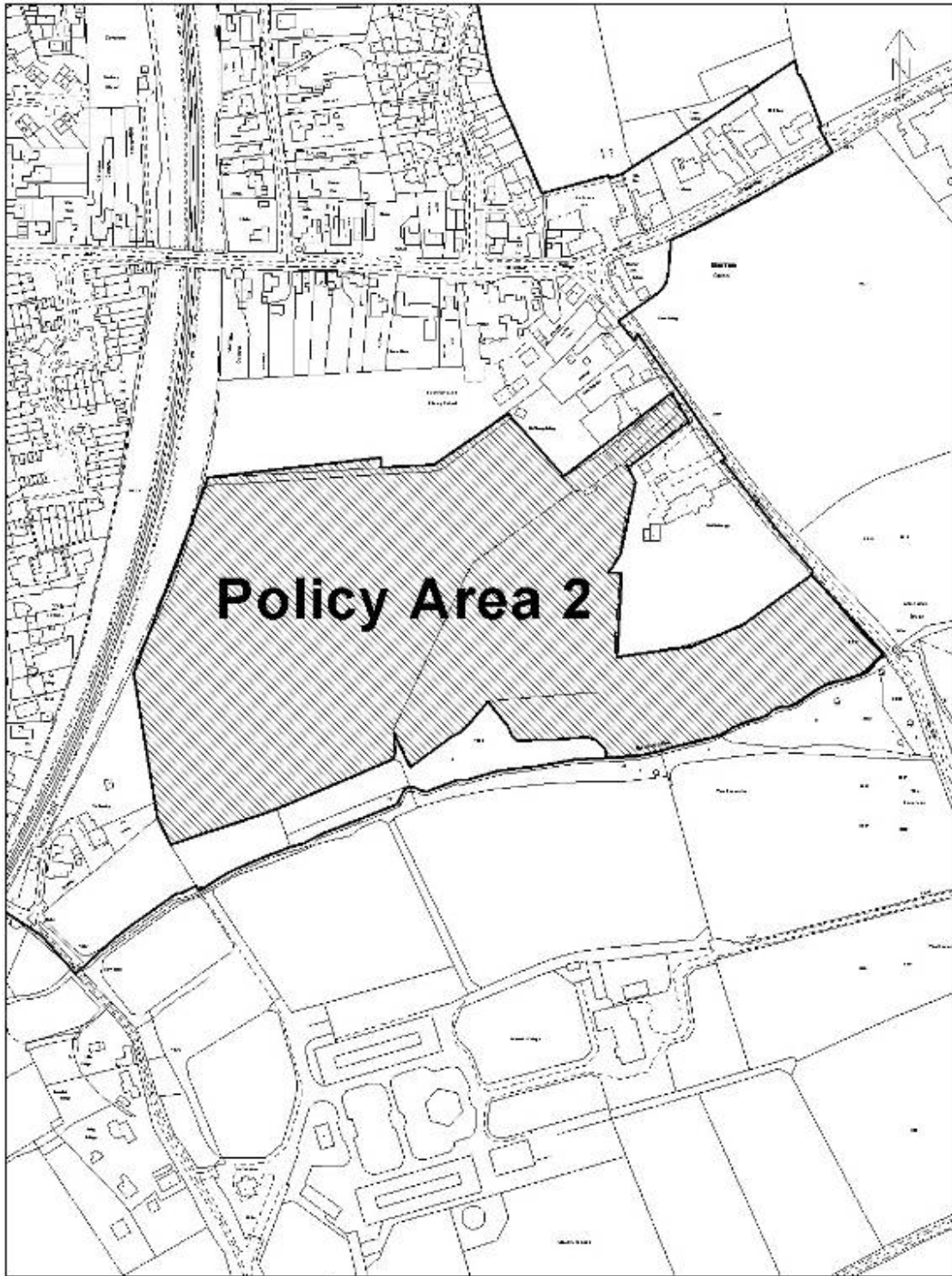
The land to the west of Hall Road is allocated for a minimum of 115 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure
- It provides for public transport contributions (to include rail station improvements).
- It provides for recreation open space within the development to include provision of informal recreation areas to the southern and south-eastern part of the allocation. The provision of children's play spaces (LEAPS and NEAPS).
- It provides contributions towards the provision of a Community Centre as part of Elsenham Local Policy 1.
- It provides as part of the education contributions the provision of 1ha additional land next to the school for pre/primary education purposes.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



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### **Elsenham Local Policy 3**

#### Land south of Stansted Road

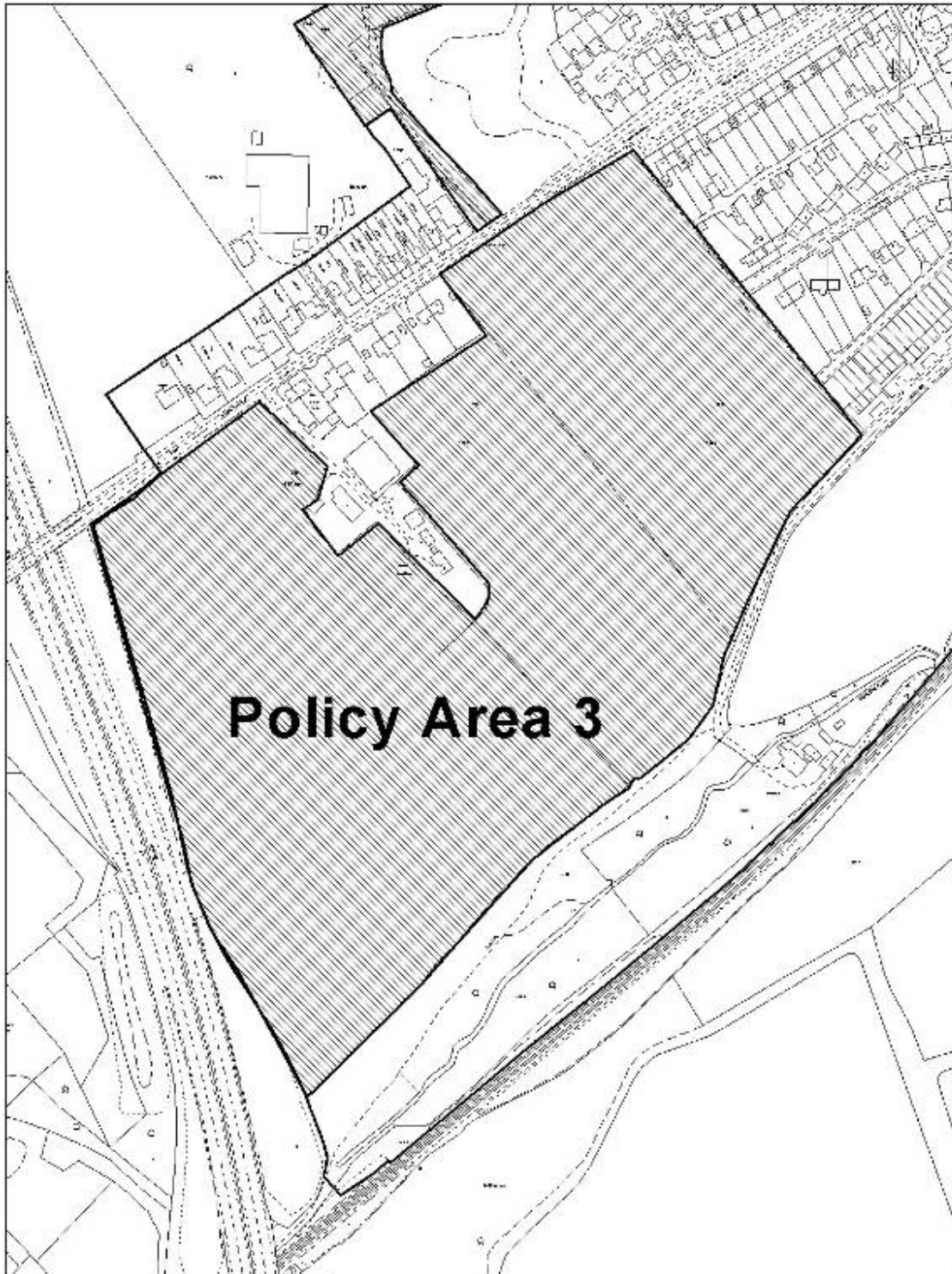
The land to the south of Stansted Road is allocated for a minimum of 130 residential dwellings.

The following criteria must be met

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
- It provides public transport contributions (to include rail station improvements).
- It provides for recreation open space within the development to include provision of informal recreation areas to the western and southern part of the allocation. The provision of children's play spaces (LEAPS and NEAPS). The provision of 1 hectare of allotments and substantial strategic landscape buffer to western and southern edge of allocation.
- It provides contributions towards the provision of a Community Centre as part of Elsenham Local Policy 1.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



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**Elsenham Local Policy 4**  
**Land at Gaunts End**

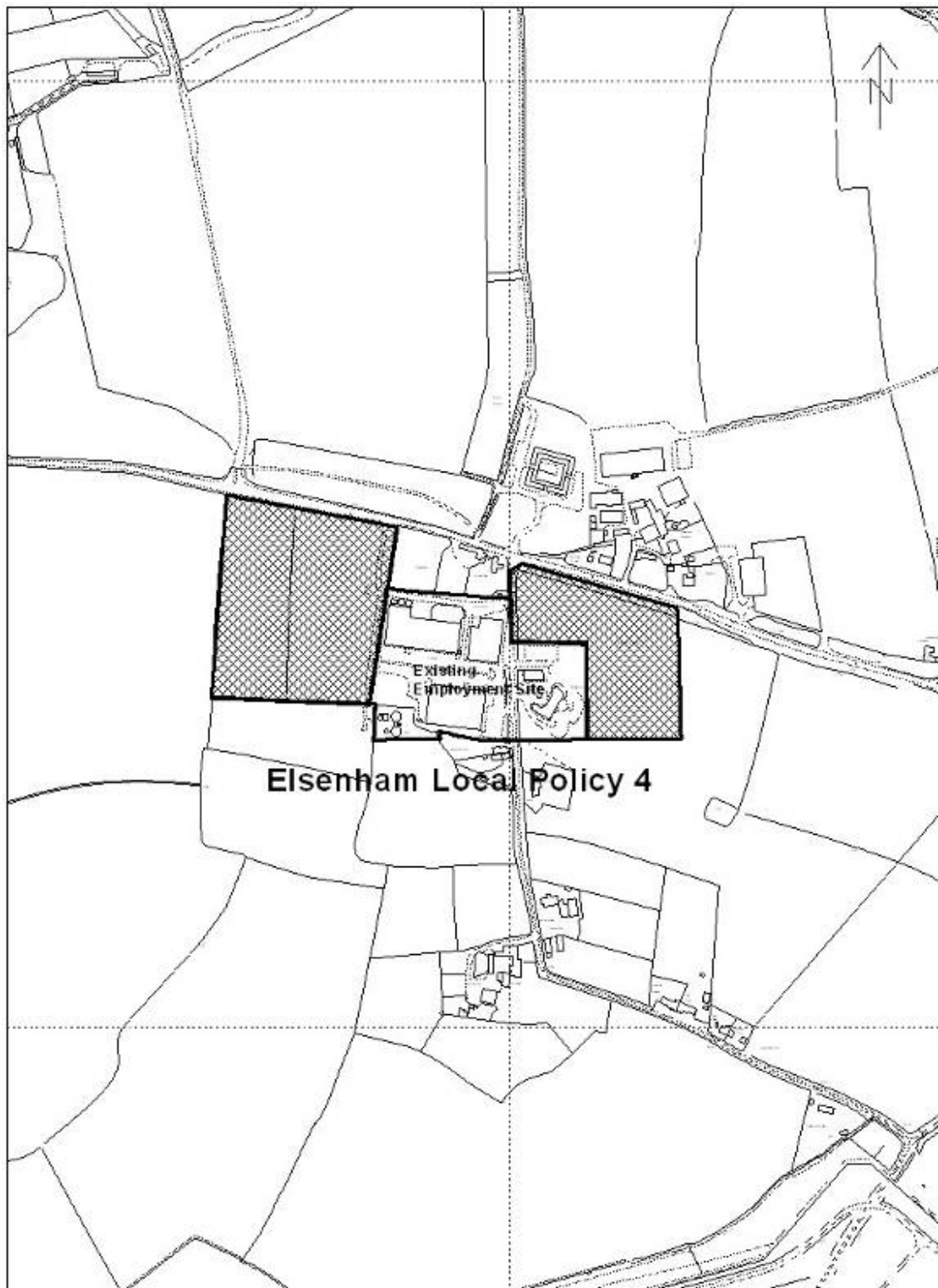
The land at Gaunts End, Elsenham is allocated for B1(a) business use.

The following criteria must be met:

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

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

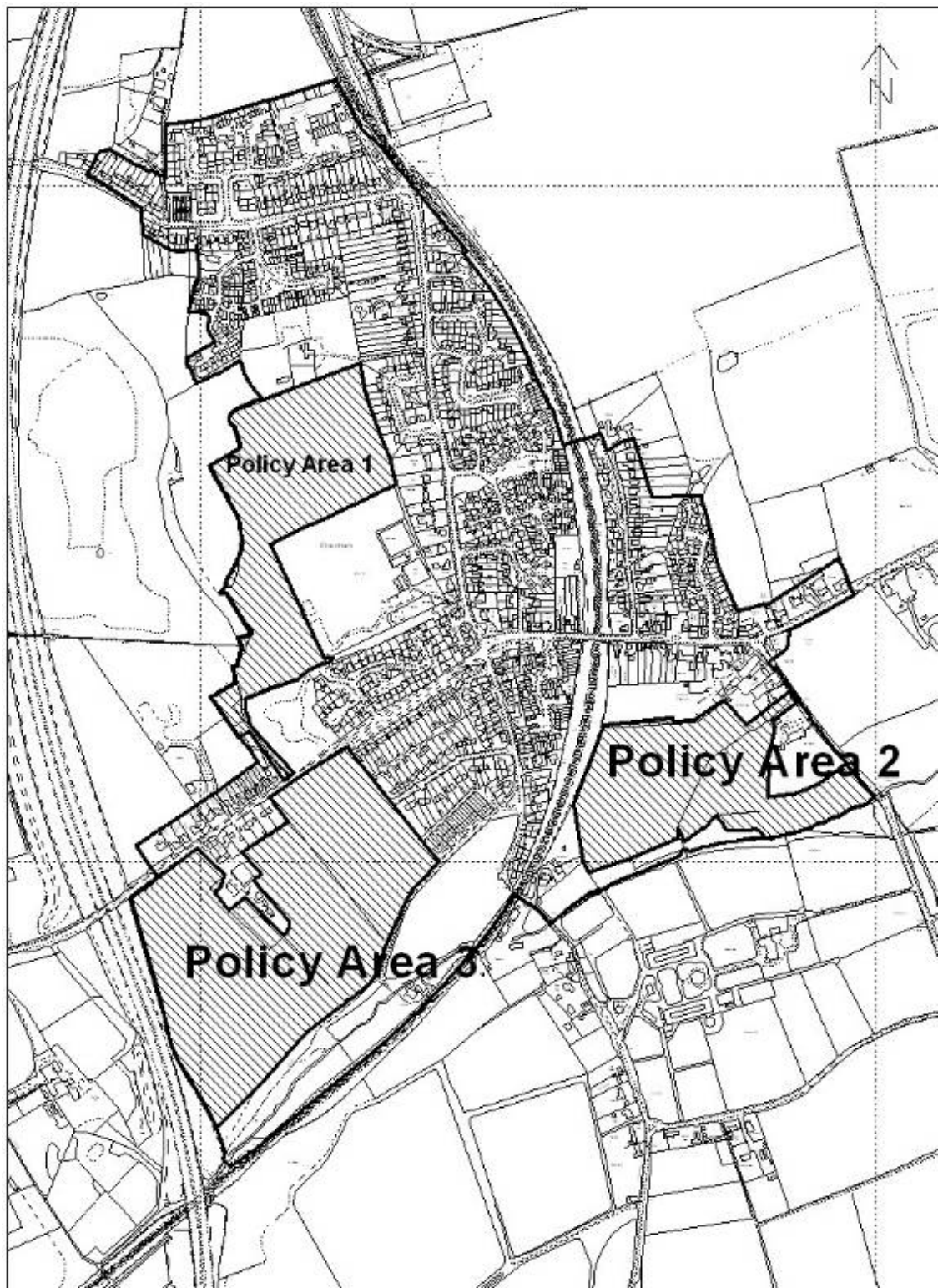
Development will need to be implemented in accordance with the Master Plan and design guidance approved by the Council and other Development Management policies. Implementation of the Master Plan proposals will be regulated by legal obligation in association with the grant of planning permissions.



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SCALE: 1:5000



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MAP REFERENCE: IL5326

SCALE:1:7000



## **GREAT CHESTERFORD INSET**

### *New World Timber and Great Chesterford Nursery, London Road*

This is a 1 hectare site at New World Timber and Great Chesterford Nursery London Road. The land is in different ownerships but the Council's aim is to secure a comprehensive development over the whole site. The site forms a key gateway to Great Chesterford and improvements to this gateway and approach are sought as part of the development.

### *Land south of Stanley Road*

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

## **Great Chesterford Local Policy 1**

### New World Timber and Great Chesterford Nursery, London Road

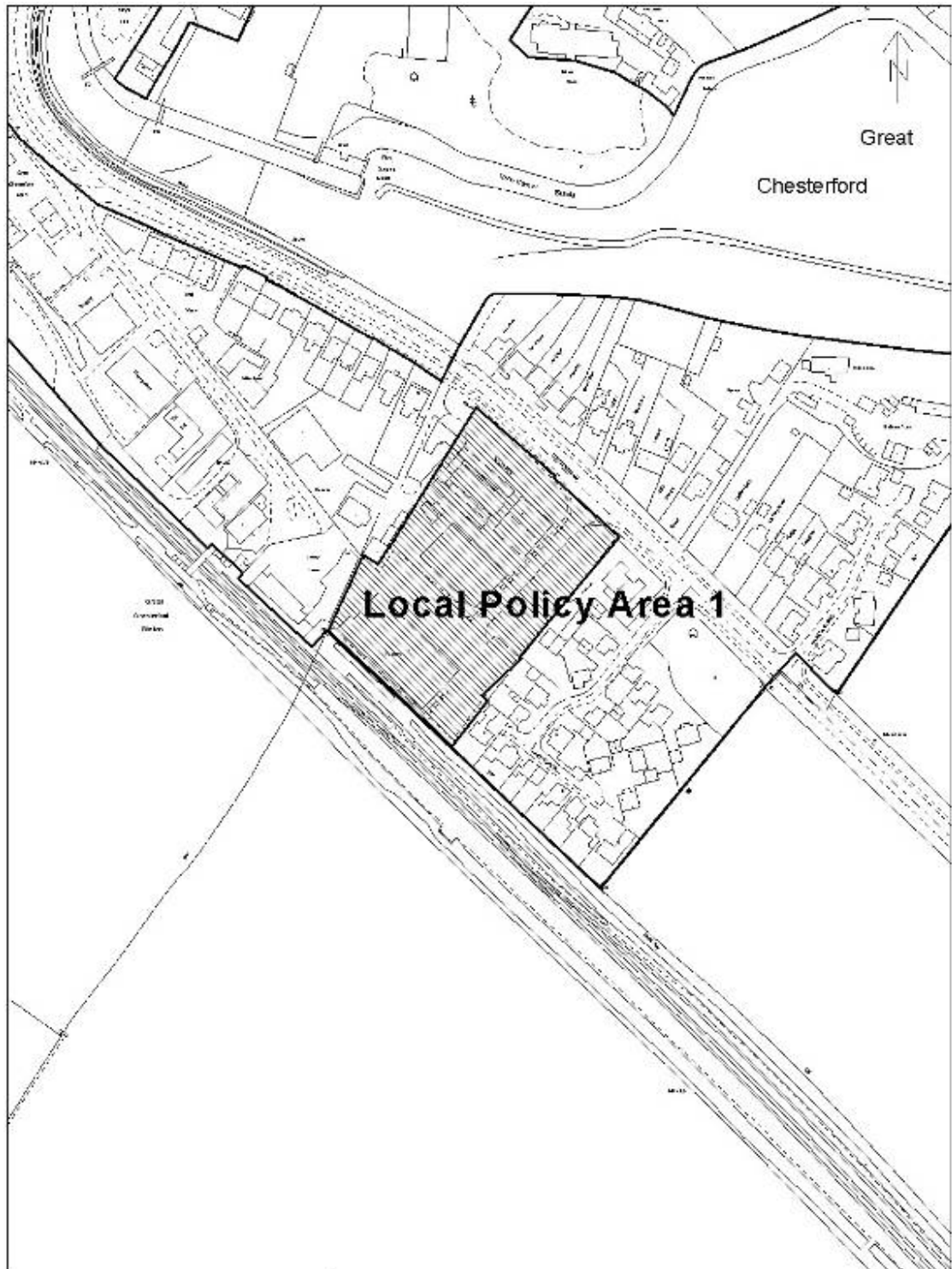
The land to the south-west of London Road, formerly New World Timber and Great Chesterford Nursery, is allocated for a minimum of 40 residential dwellings.

The following criteria must be met:

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

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

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



**UTLESFORD DISTRICT COUNCIL**  
St Chesterford Local Policy Area 1

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## **Great Chesterford Local Policy 2**

### Land south of Stanley Road

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

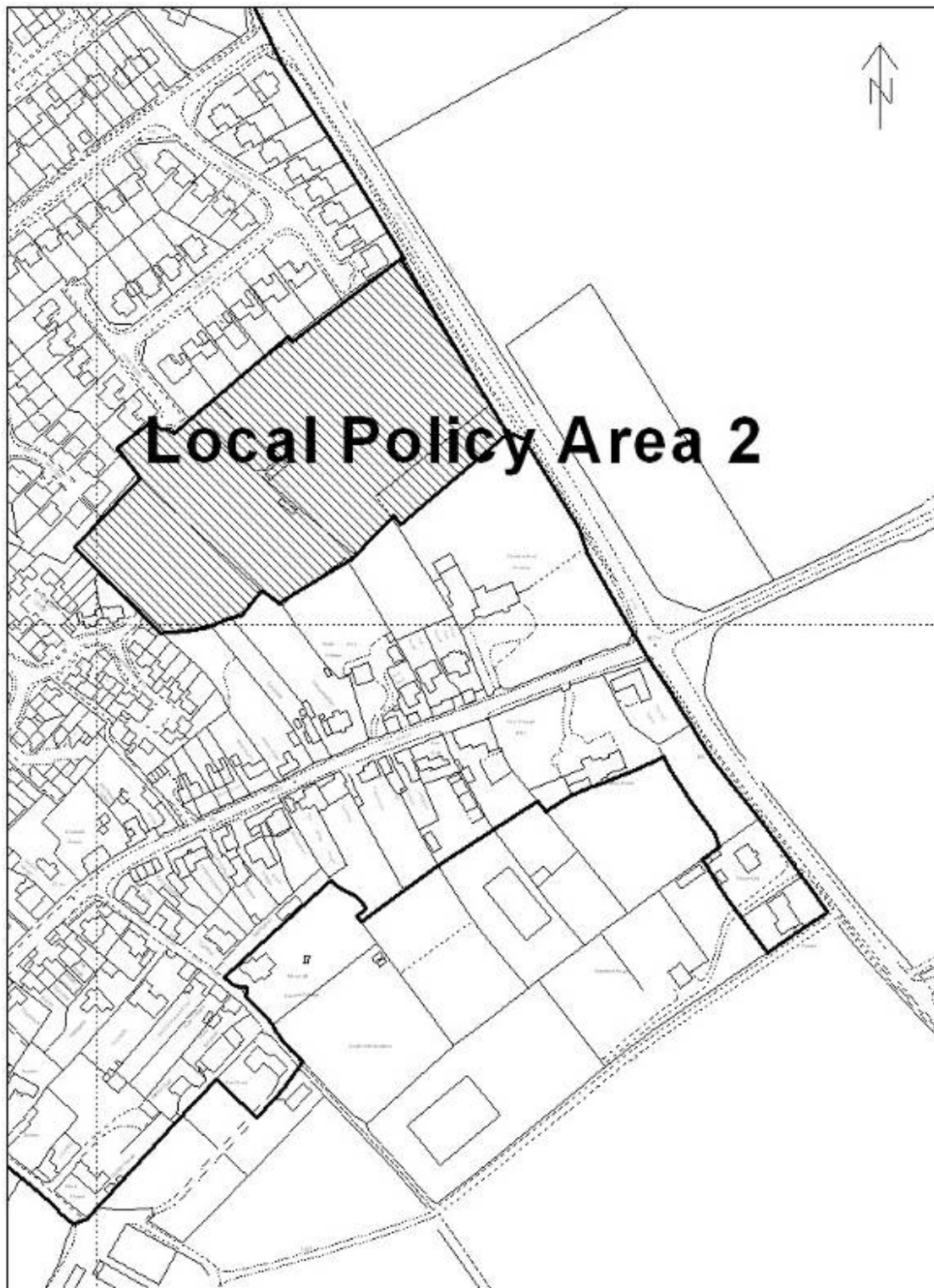
The following criteria must be met:

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
- It provides for recreation open space within the development. The provision of contributions towards children's play spaces off-site. The provision off-site of 1 hectare of allotments.
- It provides for the off-site provision of 2.1 hectares of land for pre/primary school as part of education contributions.
- It provides for pedestrian and cycleway links from Stanley Road through the development to Bartholomew Close to the south.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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

Allocate 2.1 ha next to Community Centre as protected for future Educational use.



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MAP REFERENCE: T5142NW

SCALE: 1:2500



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MAP REFERENCE: IL5042

SCALE: 1:6000

## **NEWPORT INSET**

### *Bury Water Lane/Whiteditch Lane*

This is a 15.2 hectare site at Bury Water Lane/Whiteditch Lane Newport and is a strategic allocation. The site falls within a number of different ownerships but the Council's aim is to secure a comprehensive development over the whole site. The site forms a key gateway to Newport and improvements to this gateway and approach are sought as part of the development.

### *Land west of London Road by primary school*

This is a 4.6 hectare site at land west of London Road Newport. The Council's aim is to secure a comprehensive development over the whole site. The site forms a key gateway to Newport and improvements to this gateway and approach are sought as part of the development.

## **Newport Local Policy 1**

### Bury Water Lane/Whiteditch Lane

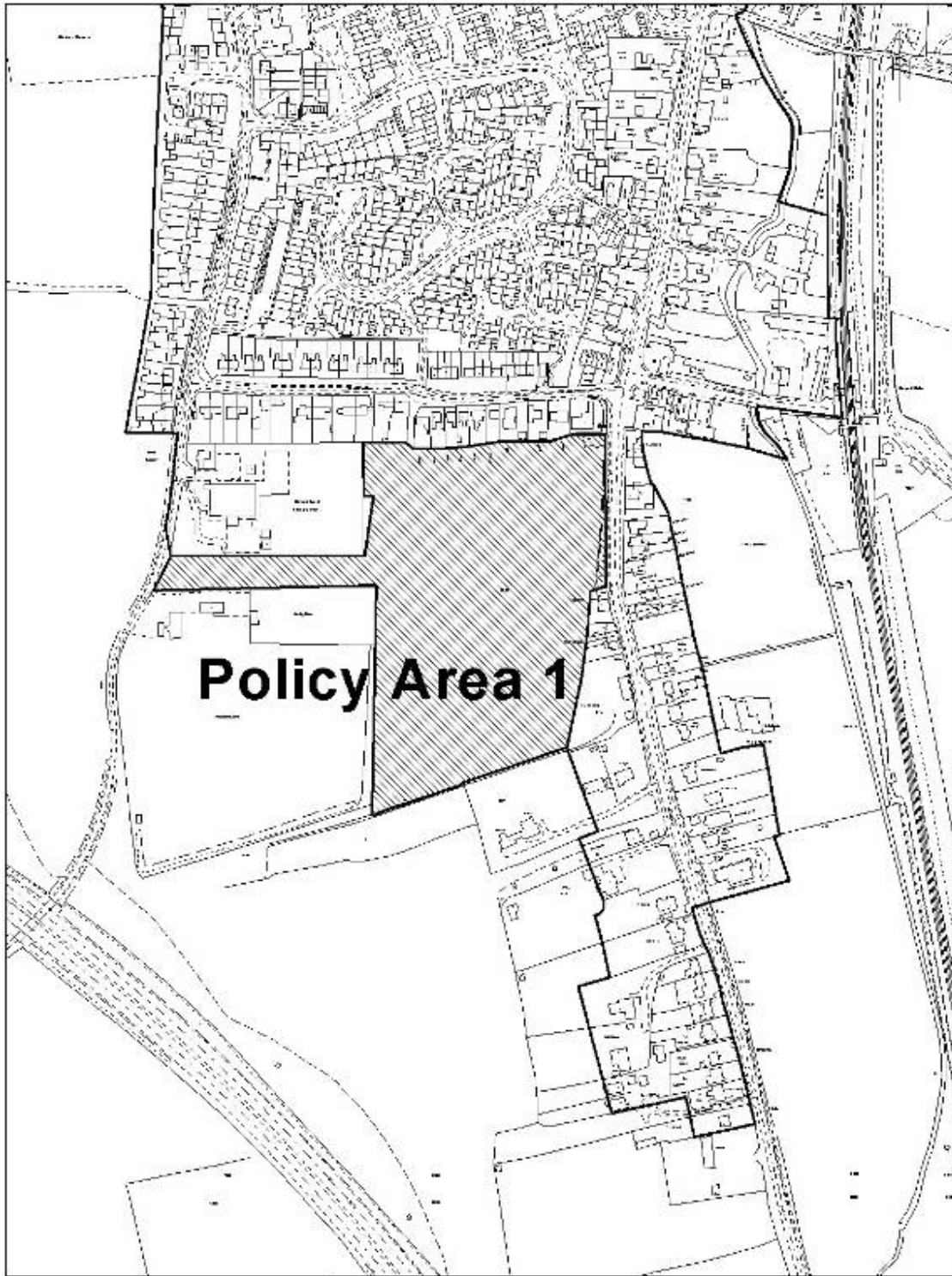
The land at Bury Water Lane/Whiteditch Lane is allocated for a minimum of 300 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
- It provides for the provision of a roundabout on Cambridge Road and widening of Bury Water Lane to provide improved access to secondary school and provision of new car/bus park and turning facilities with access off Bury Water Lane. It provides for a new pedestrian crossing on Cambridge Road, improvements to footpath on Cambridge Road fronting Newport Free Grammar School, provision of footpath/cycleway and widening of School Lane and underpass/footbridge or alternative proposal to improve movement and safety of school children using the two Newport Free Grammar School sites as considered by the Transport Assessment.
- It provides additional playing field land to north of the existing playing fields for the Newport Free Grammar School as part of education contributions.
- It provides improved Doctors surgery provision to meet the needs of the enlarged population.
- It provides for recreation open space within the development to include provision of informal recreation areas and the provision of children's play spaces (LAPS, LEAPS and NEAPS). The provision of 1 hectare of allotments and substantial strategic landscape buffer to northern and western edge of allocation.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



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## **Newport Local Policy 2**

### Land west of London Road by primary school

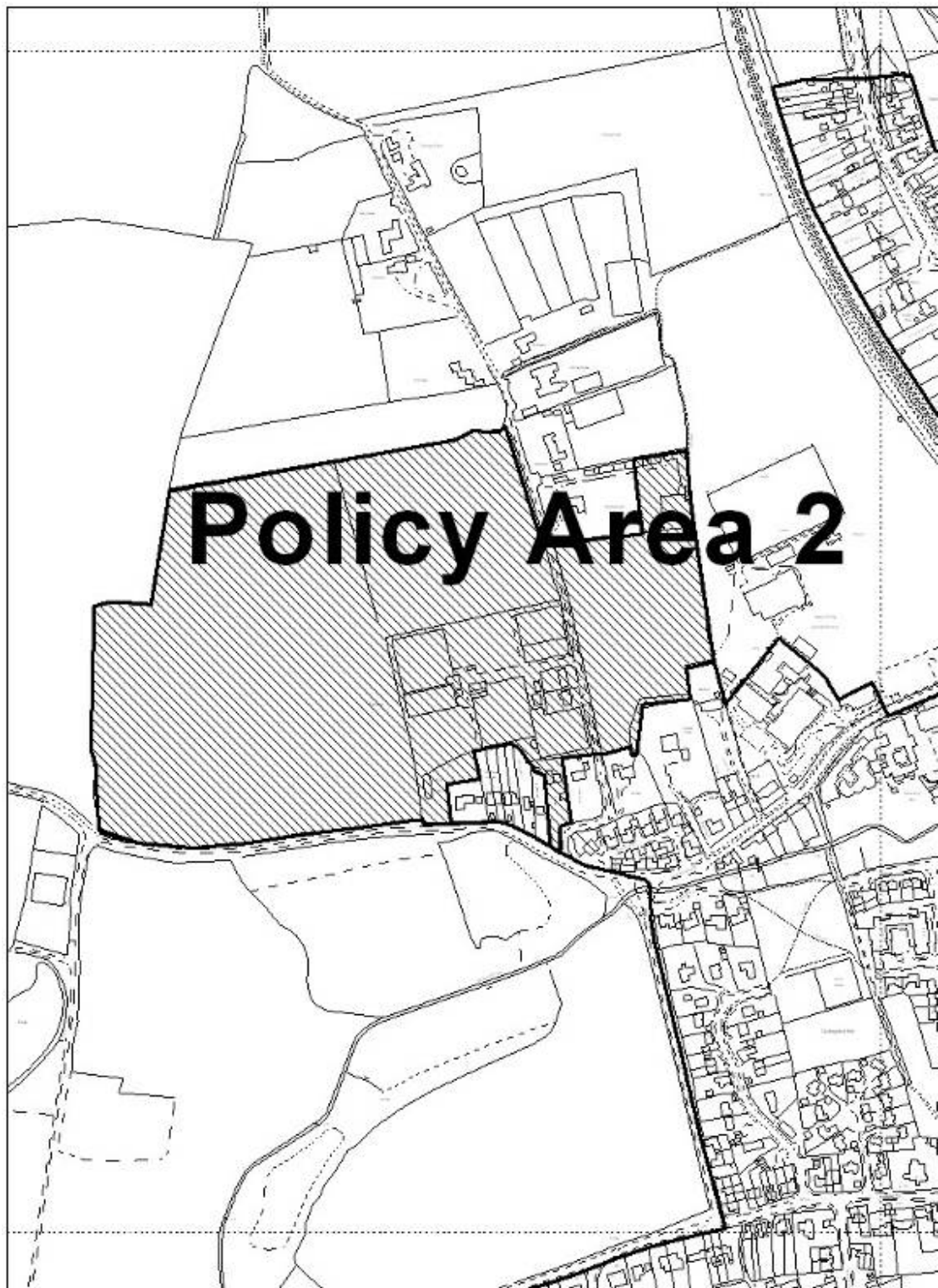
The land to west of London Road is allocated for a minimum of 70 residential dwellings.

The following criteria must be met

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

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

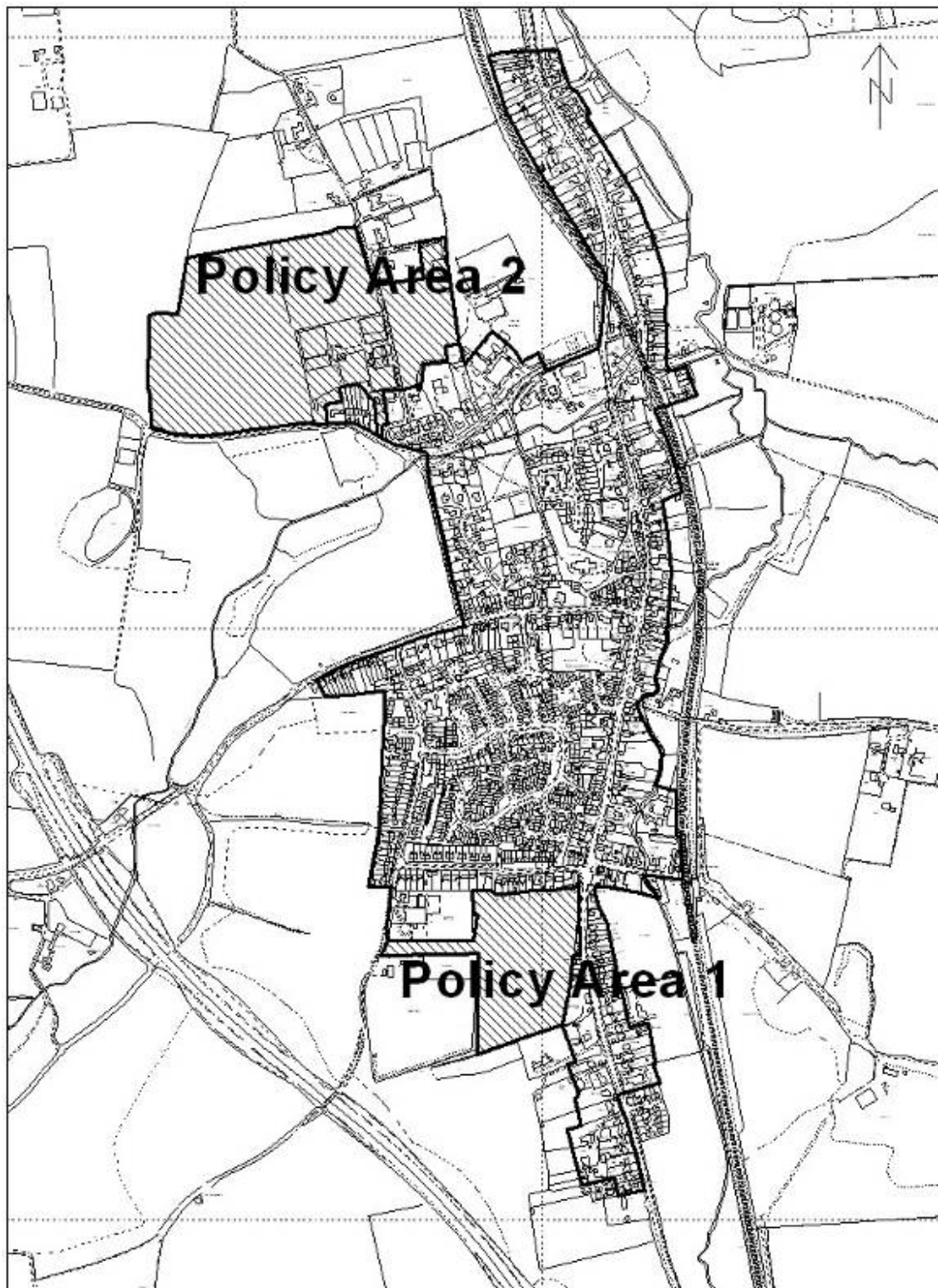
Development will need to be implemented in accordance with design guidance approved by the Council and other Development Management policies. Implementation of the proposals will be regulated by legal obligation in association with the grant of planning permissions.



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MAP REFERENCE: T5134

SCALE: 1:4000



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MAP REFERENCE: TL5133

SCALE:1:8000

## **STANSTED MOUNTFITCHET INSET**

### *14 - 28 Cambridge Road*

This is a 0.36 hectare site at rear of 14 - 28 Cambridge Road Stansted Mountfitchet. The Council's aim is to secure a comprehensive development over the whole site.

### *Land at 10 Cambridge Road*

This is a 0.3 hectare site at 10 Cambridge Road Stansted Mountfitchet. The Council's aim is to secure a comprehensive development over the whole site.

### *St Mary's Primary School, St Johns Road*

This is a 1.1 hectare site at St Mary's Primary School, St Johns Road Stansted Mountfitchet. The Council's aim is to secure a comprehensive development over the whole site delivering independent living units for the over 55s.

### *Land at Alsa Street*

This is a 3 hectare site at rear Alsa Street Stansted Mountfitchet which is currently used for an auction house. The Council's aim is to support the current use by allocating land for an extension to the use or supporting/related businesses.

## **Stansted Mountfitchet Local Policy 1**

### 14 - 28 Cambridge Road

The land at rear of 14 – 28 Cambridge Road is allocated for a minimum of 11 residential dwellings.

The following criteria must be met:

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

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

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

## **Stansted Mountfitchet Local Policy 2**

### Land at 10 Cambridge Road

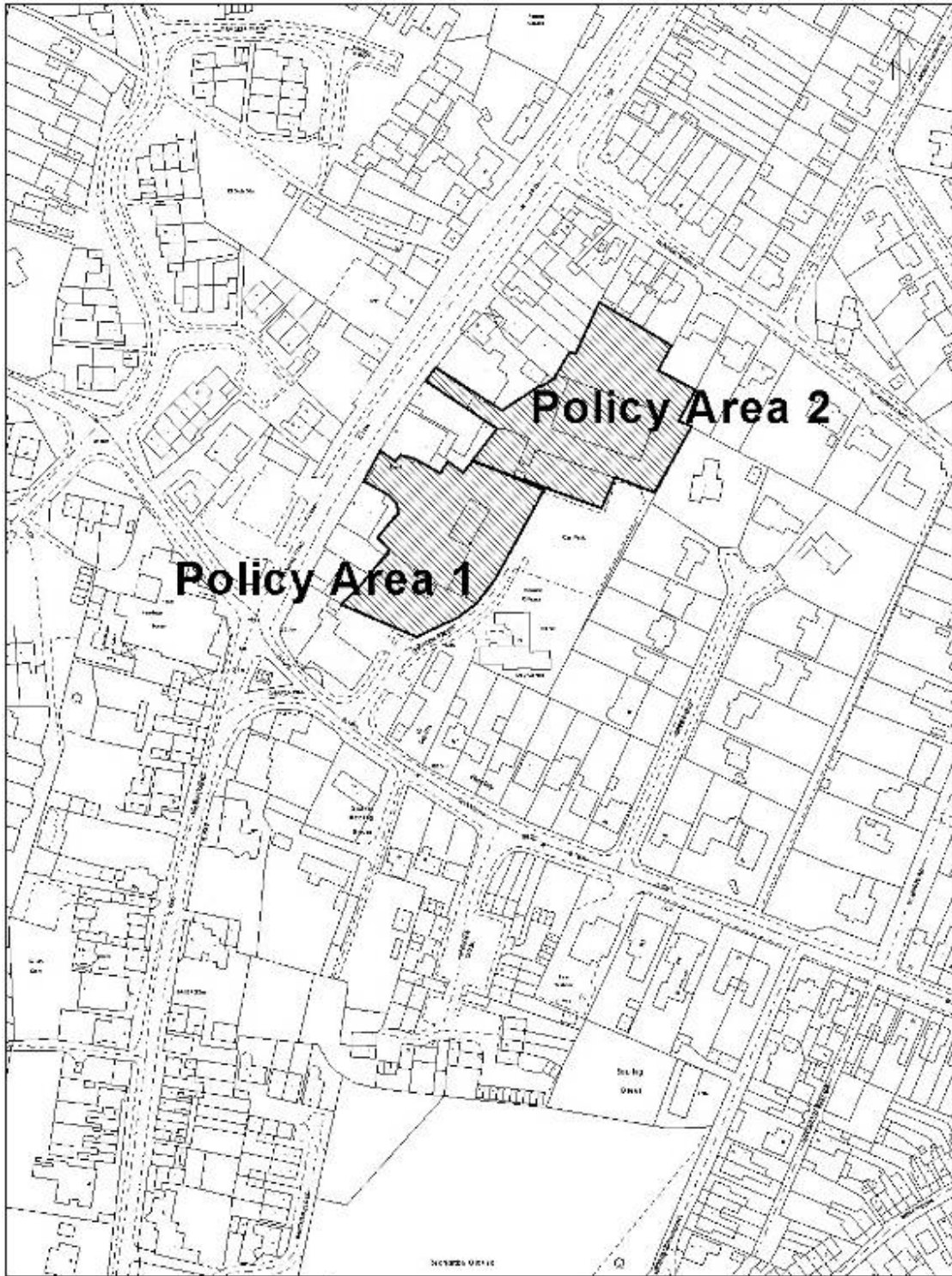
The land at 10 Cambridge Road is allocated for a minimum of 14 residential dwellings.

The following criteria must be met:

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

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

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



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**Stansted Mountfitchet Local Policy 3**

St Mary's Primary School, St Johns Road

The land at St Marys Primary School, St Johns Road is allocated for a minimum of 30 residential retirement dwellings.

The following criteria must be met:

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

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

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



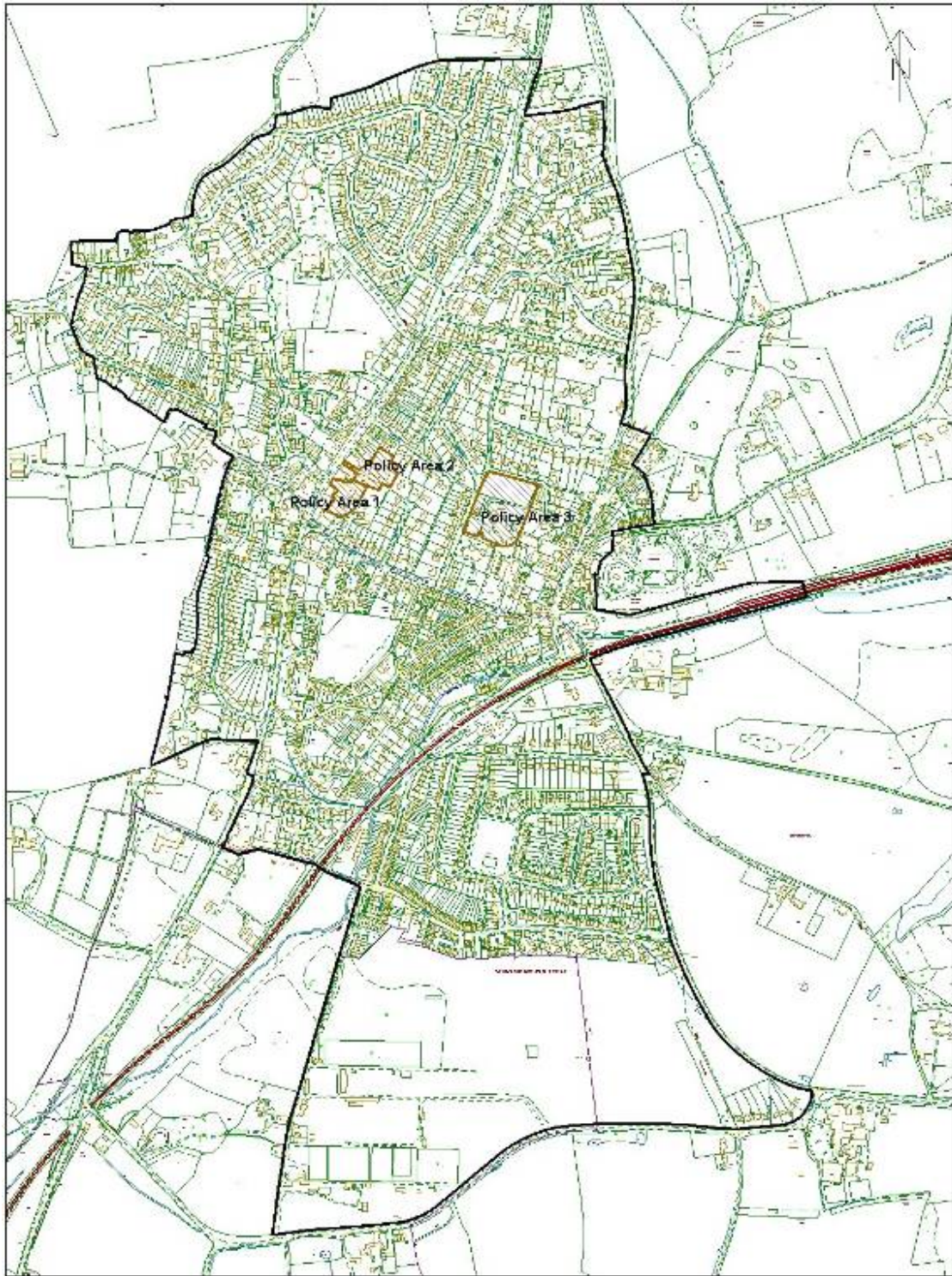
<p><b>UTLESFORD DISTRICT COUNCIL</b> Statutory Policy Area 3</p>	<p>Reproduced from the Ordnance Survey Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Utlesford District Council License No: 10001888 (2004)</p> <p>DATE: 14/05/2012      MAP REFERENCE: 151259W      SCALE: 1:250</p>
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**Stansted Mountfitchet Local Policy 4**  
**Land at Alsa Street**

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





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## **TAKELEY/LITTLE CANFIELD INSET**

### *Takeley Primary School site and part of site to rear*

This is a 2 hectare site at Takeley Primary School site and part of site to rear Takeley. The site falls within a number of different ownerships but the Council's aim is to secure a comprehensive development over the whole site.

### *Land south of Dunmow Road and east of The Pastures/Orchard Fields*

This is a 1.4 hectare site at Land south of Dunmow Road and east of The Pastures/Orchard Fields Takeley. The Council's aim is to secure a comprehensive development over the whole site.

### *North View and 3 The Warren*

This is a 1.8 hectare site at North View and 3 The Warren Takeley. The Council's aim is to secure a comprehensive development over the whole site.

## **Takeley/Little Canfield Local Policy 1**

### Takeley Primary School site and part of site to rear

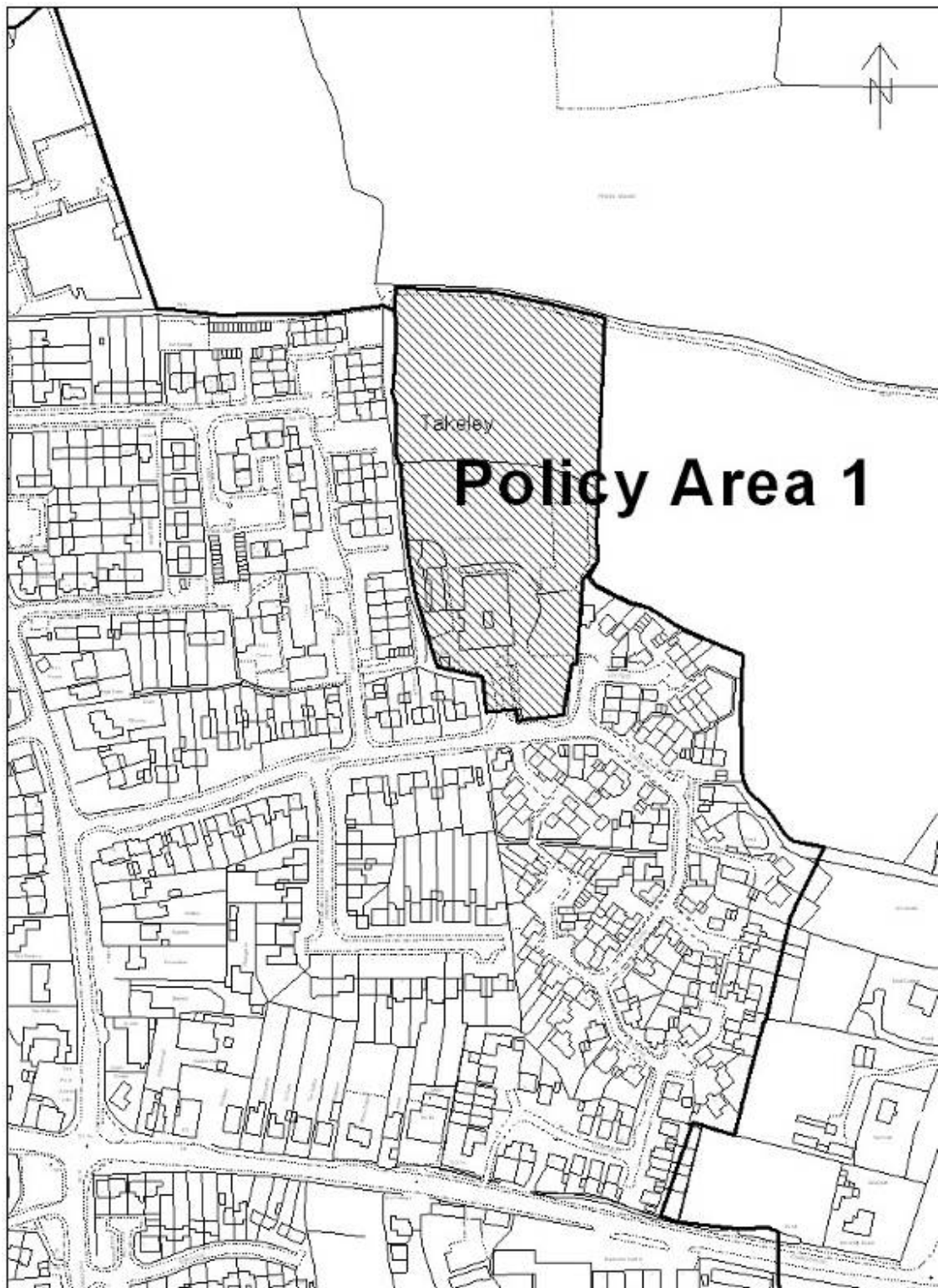
The land at Takeley Primary School, is allocated for a minimum of 122 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
- It provides for recreation open space within the development to include provision of informal recreation areas and the provision of children's play spaces (LEAPS and NEAPS). The provision of 1 hectare of allotments to north edge of allocation and substantial strategic landscape buffer to northern edge of allocation.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



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MAP REFERENCE: T5421SW

SCALE: 1:2500

## **Takeley/Little Canfield Local Policy 2**

### Land south of Dunmow Road and east of The Pastures/Orchard Fields

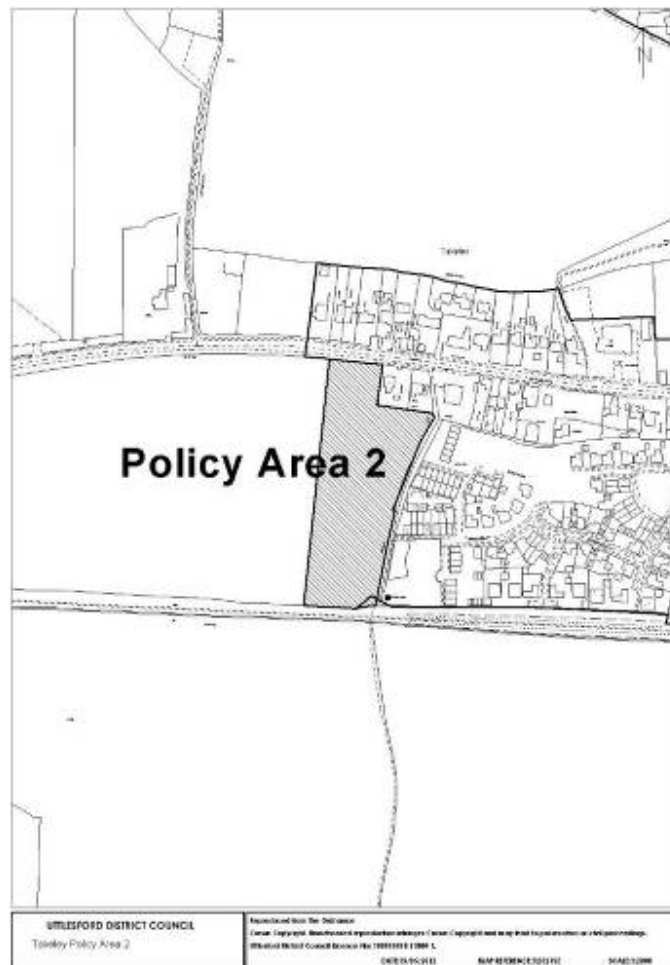
The land at south of Dunmow Road and east of The Pastures/Orchard Fields is allocated for a minimum of 38 residential dwellings.

The following criteria must be met:

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

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

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



### **Takeley/Little Canfield Local Policy 3**

#### North View and 3 The Warren

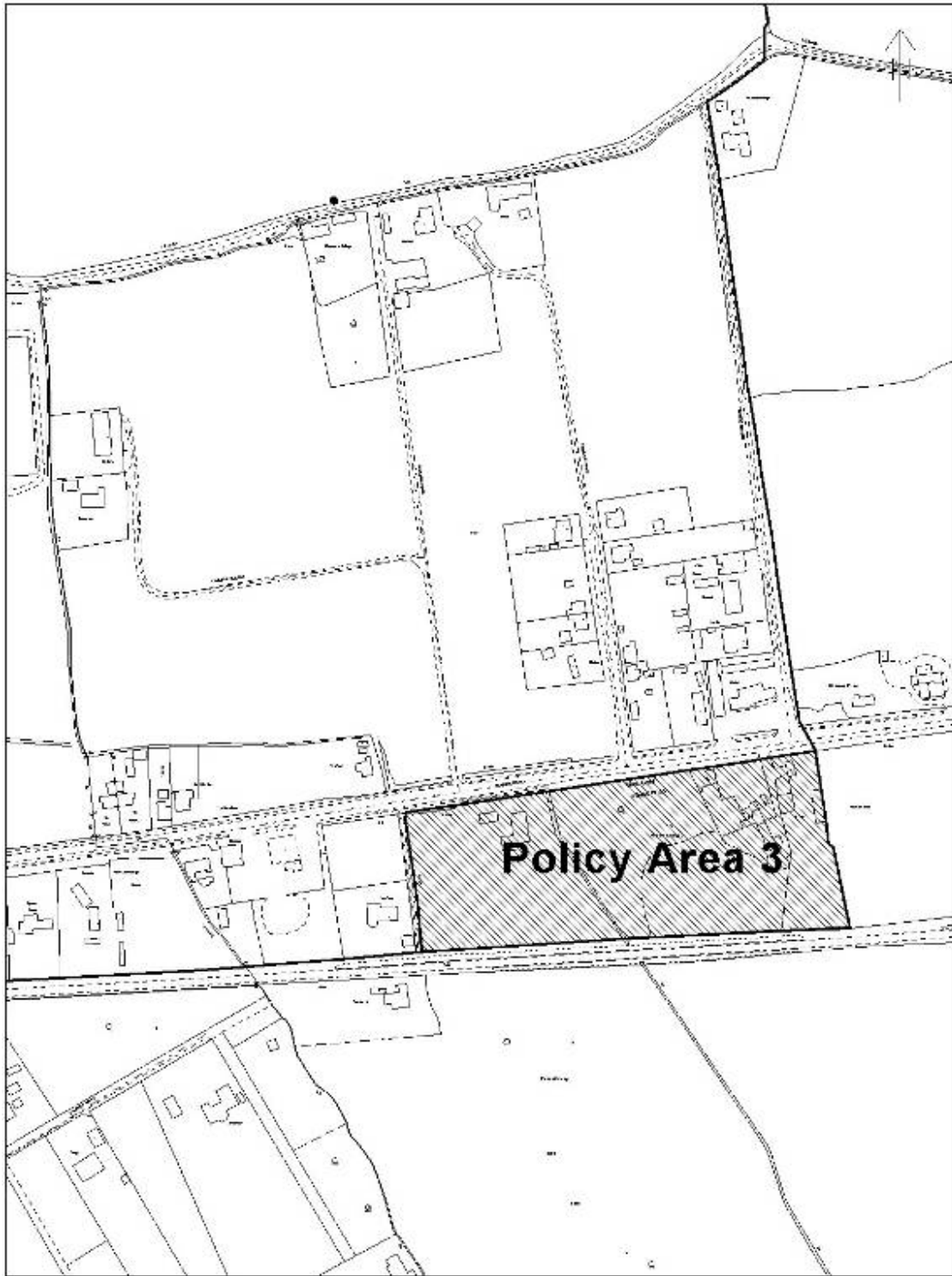
The land at North view and 3 The Warren is allocated for a minimum of 40 residential dwellings.

The following criteria must be met:

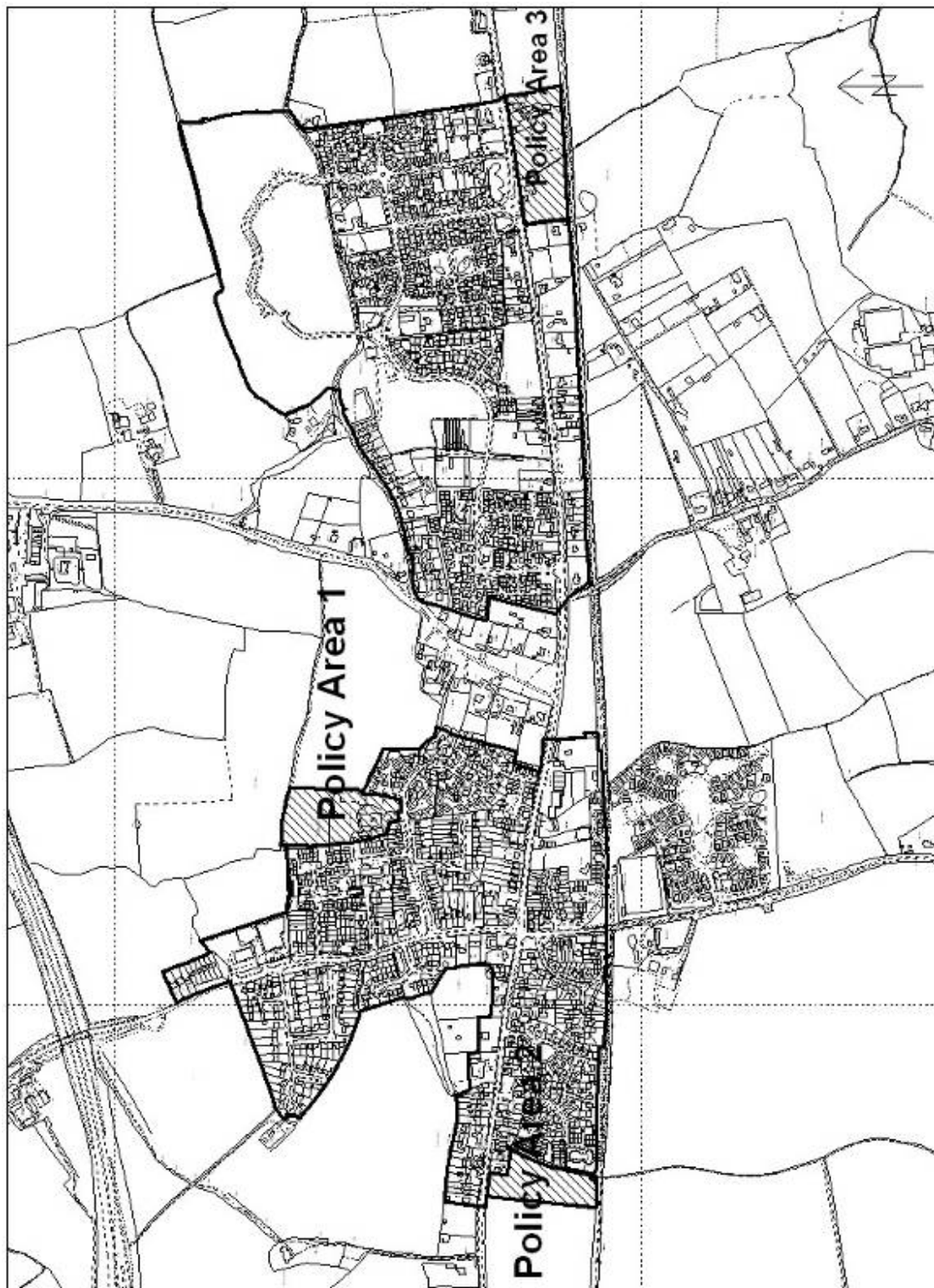
- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
- It provides a substantial strategic landscape buffer to the southern boundary with the Flitch Way.
- It provides a Bridleway link from Dunmow Road to the Flitch Way
- It provides a Children's play space (LEAP).
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



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MAP REFERENCE: IL5421

SCALE:1:9000



## **THAXTED INSET**

### *Sampford Road*

This is an 11 hectare site at Sampford Road Thaxted. The Council's aim is to secure a comprehensive development over the whole site.

### **Thaxted Local Policy 1**

#### Sampford Road

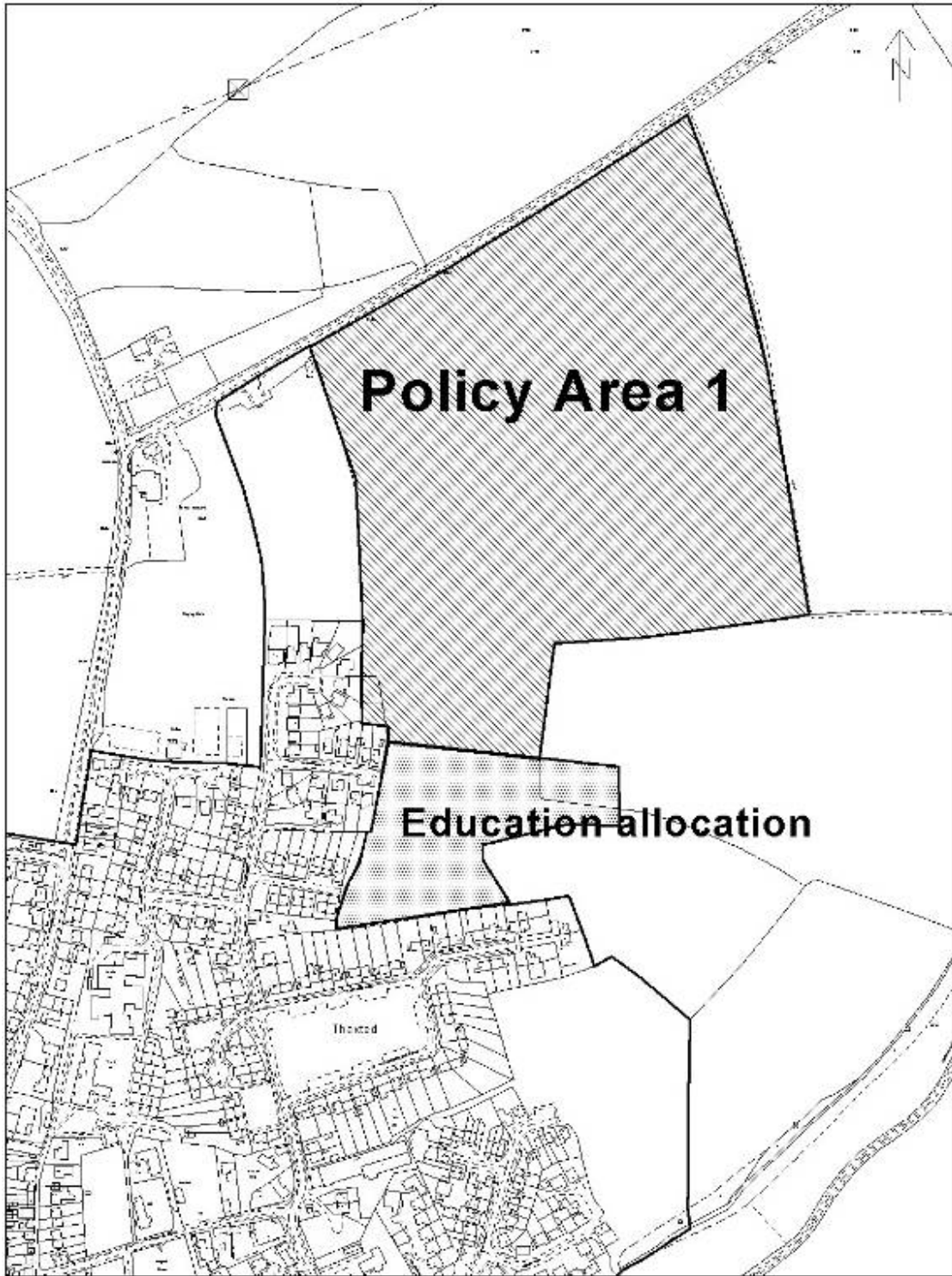
The land at land to south of Sampford Road is allocated for a minimum of 60 residential dwellings.

The following criteria must be met:

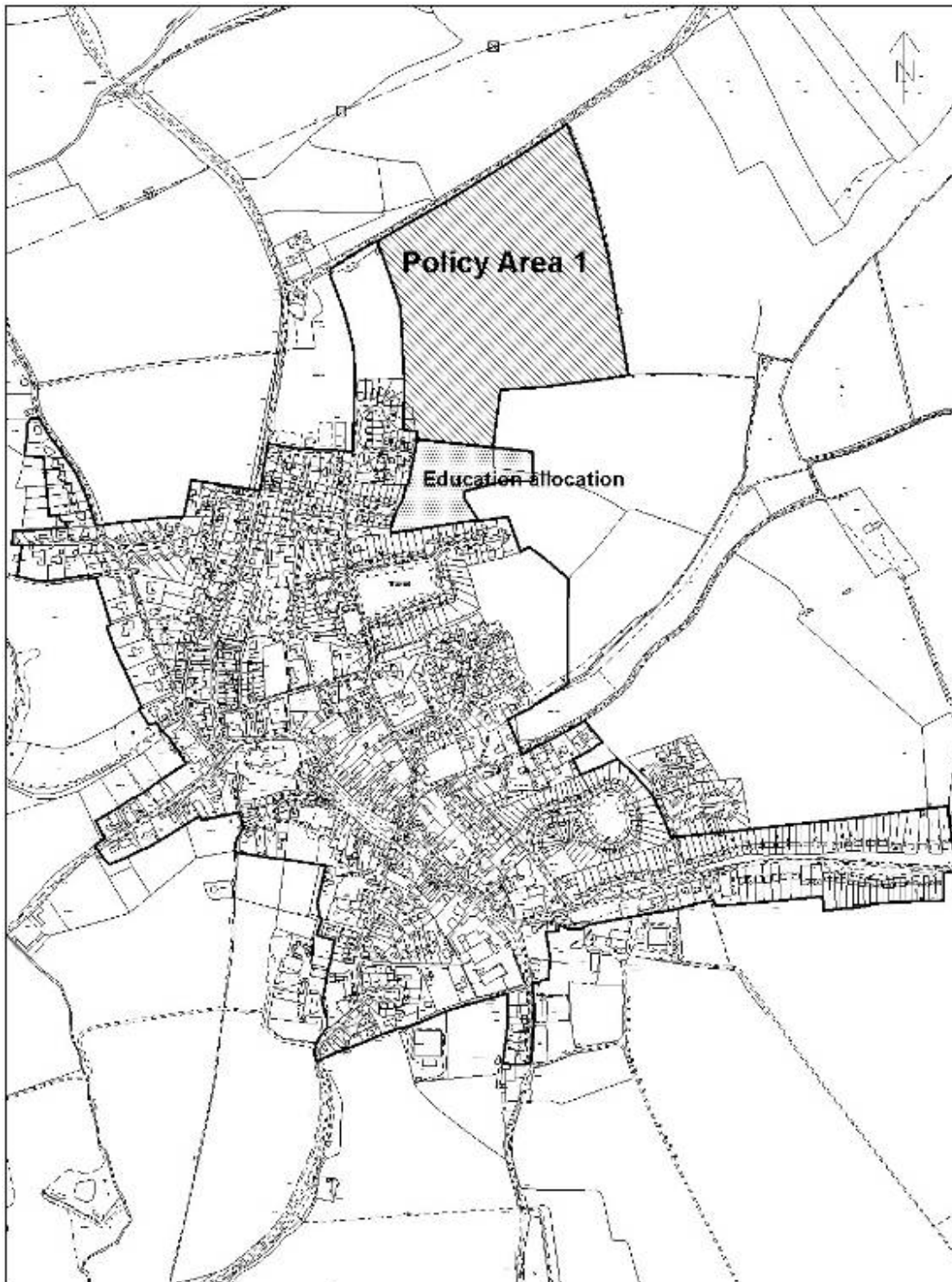
- The development provides for a mixed and balanced community to include:
  - 5% older persons 1 and 2 bed bungalows across tenure.
- It provides for recreation open space within the development to include provision of informal recreation areas and the provision of 2 sports pitches and associated pavilion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

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

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



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## **CLAVERING INSET**

*Land to the rear of the shop and Oxleys Close*

This is a 0.84 hectare site at land to the rear of the shop and Oxleys Close Clavering.

The Council's aim is to secure a comprehensive development over the whole site.

### **Clavering Local Policy 1**

Land to the rear of the shop and Oxleys Close

The land to the rear of the shop and Oxleys Close is allocated for a minimum of 20 residential dwellings.

The following criteria must be met:

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

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

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



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## **HENHAM INSET**

### *Land south and east of Vernons Close*

This is a 1 hectare site at land south and east of Vernons Close Henham. The Council's aim is to secure a comprehensive development over the whole site.

### *Land north of Chickney Road and east of Lodge Cottages*

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

## **Henham Local Policy 1**

### Land south and east of Vernons Close

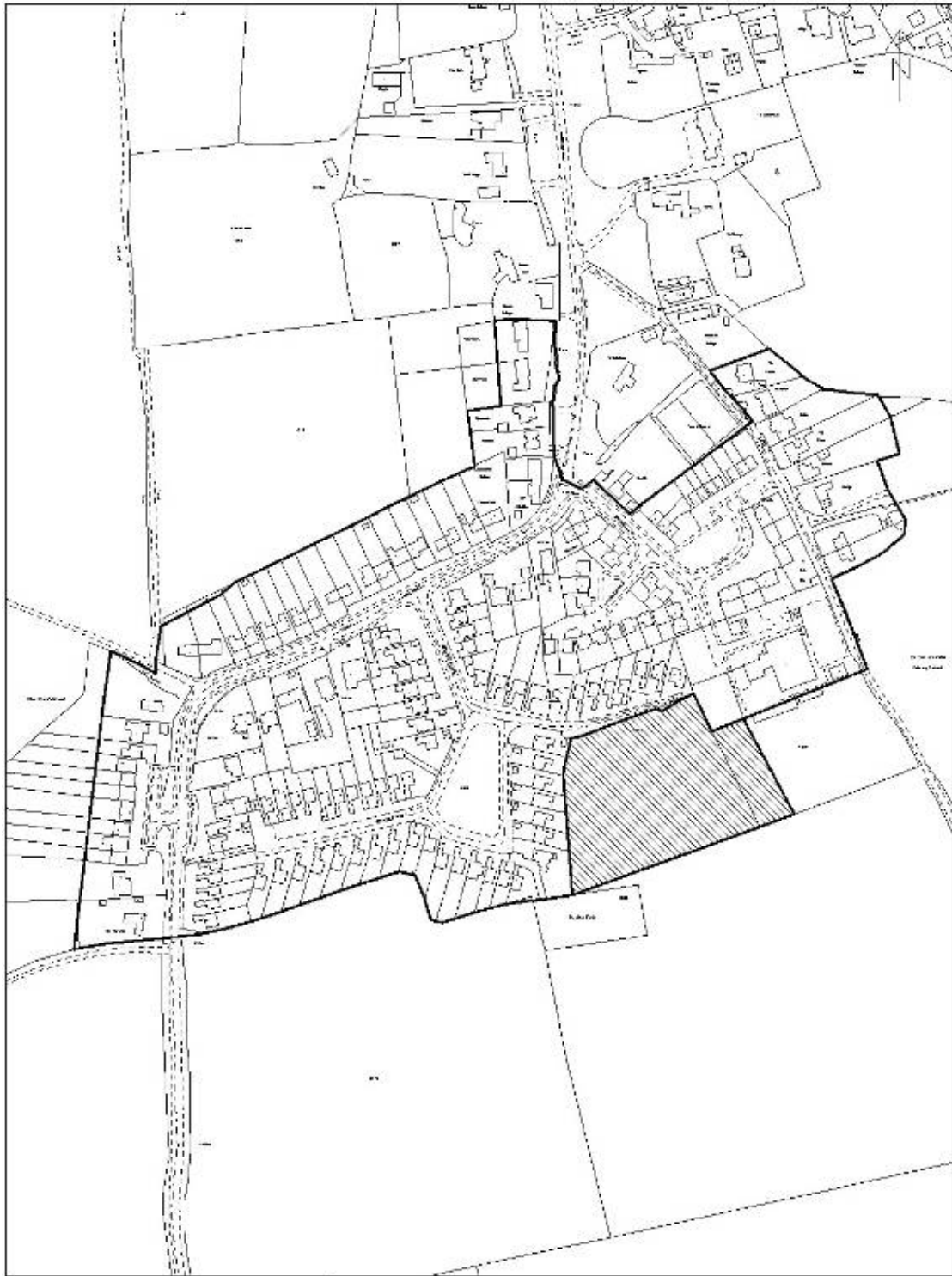
The land south and east of Vernons Close is allocated for a minimum of 20 residential dwellings.

The following criteria must be met:

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

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

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



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## **Henham Local Policy 2**

### Land north of Chickney Road and east of Lodge Cottages

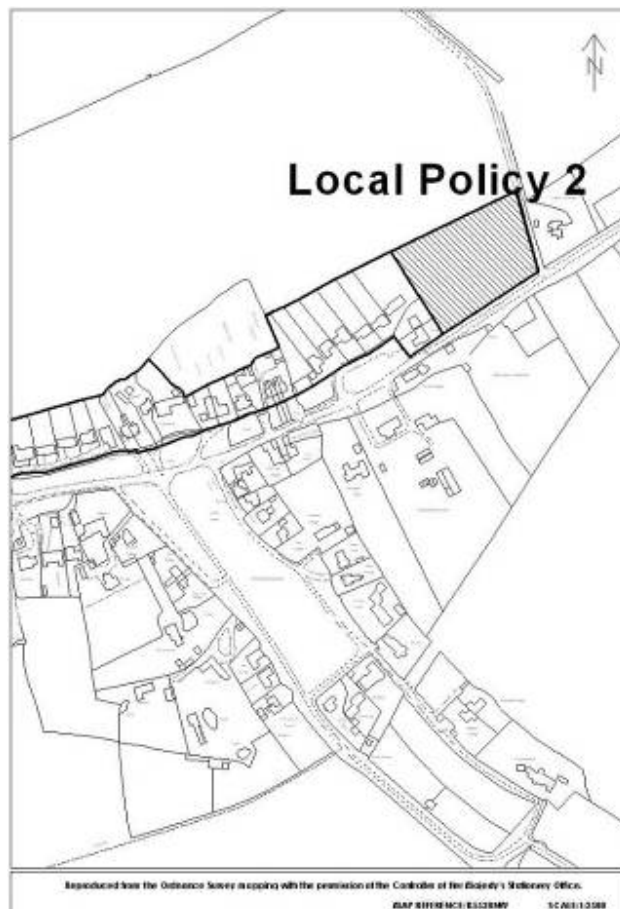
The north of Chickney Road and east of Lodge Cottages is allocated for a minimum of 10 residential dwellings.

The following criteria must be met:

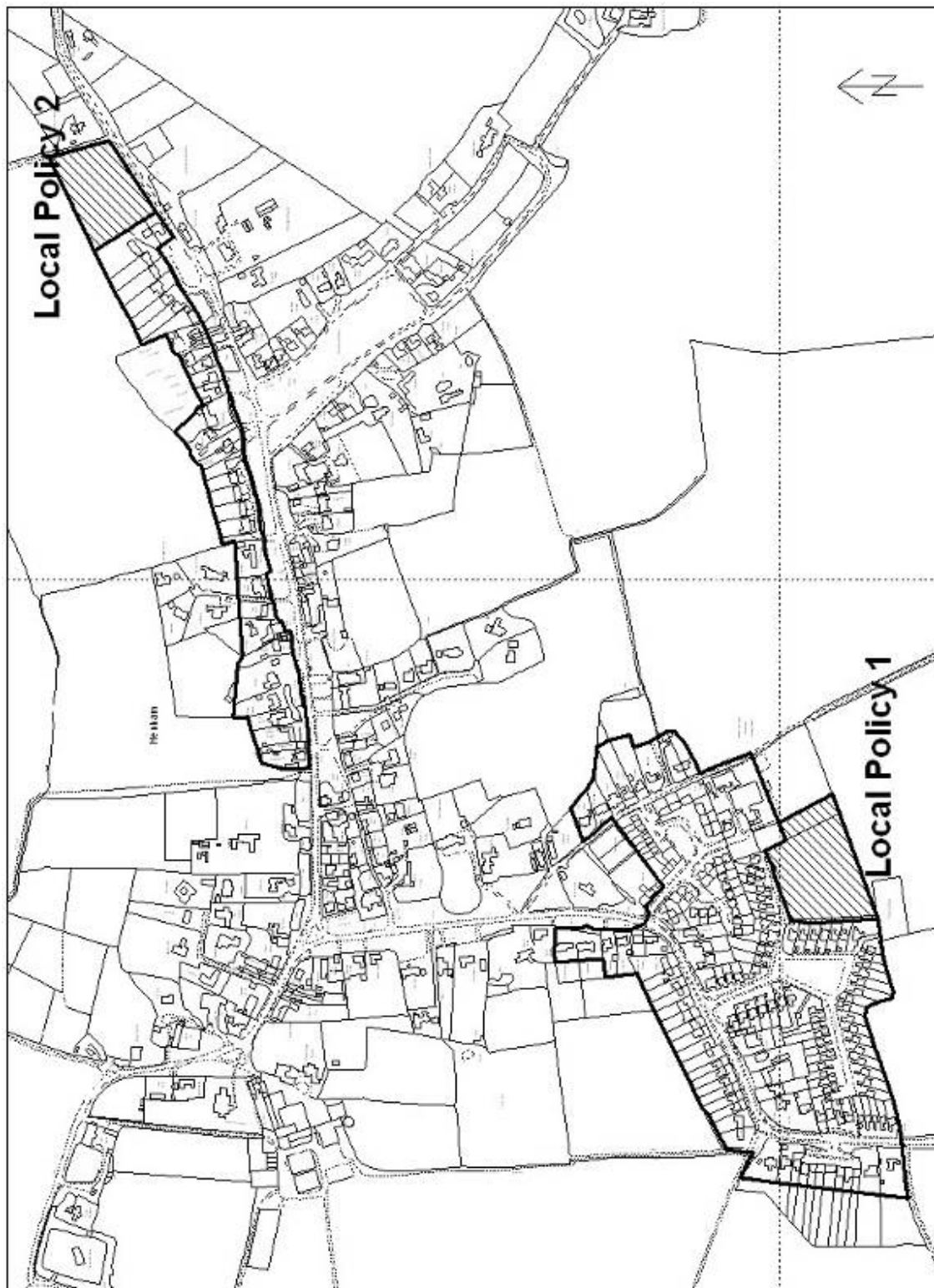
- The development provides for a mixed and balanced community.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated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

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

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







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MAP REFERENCE: IL5428

SCALE:1:5000

## **RADWINTER INSET**

### *Land north of Walden Road*

This is a 2.44 hectare site at Land south and east of land north of Walden Road Radwinter. The Council's aim is to secure a comprehensive development over the whole site.

### **Radwinter Local Policy 1**

#### Land north of Walden Road

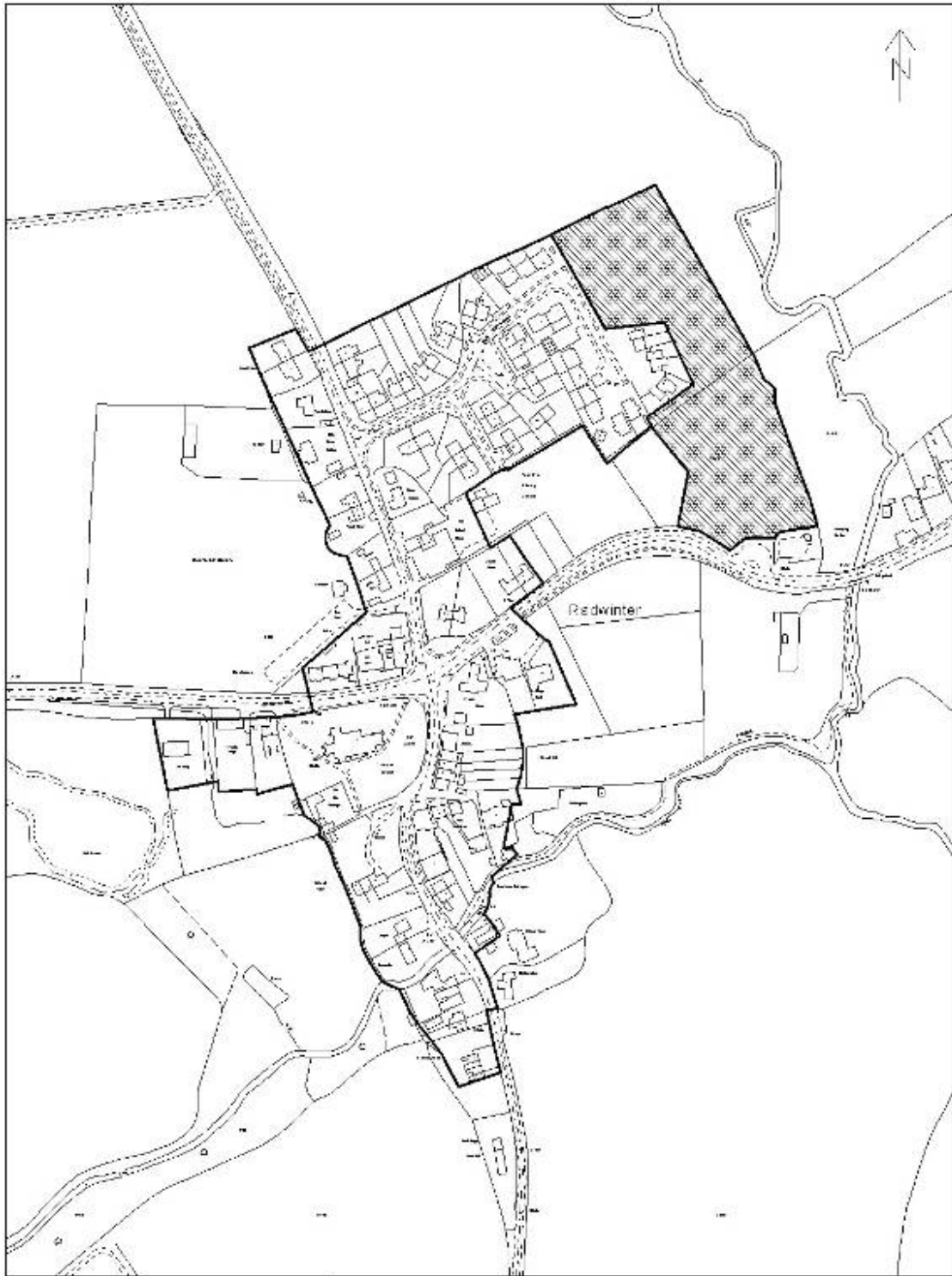
The land at Land north of Walden Road is allocated for a minimum of 40 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community.
- It provides for recreation open space within the development and the provision of off-site recreation open space adjacent to existing recreation ground at Walden Road/Water Lane and contributions towards new pavilion. The provision of substantial strategic landscape buffer to northern edge of allocation.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.

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

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



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## **STEBBING INSET**

### *Land to east of Parkside and Garden Fields*

This is a 0.7 hectare site at land to east of Parkside and Garden Fields Stebbing. The Council's aim is to secure a comprehensive development over the whole site.

### **Stebbing Local Policy 1**

#### Land to east of Parkside and Garden Fields

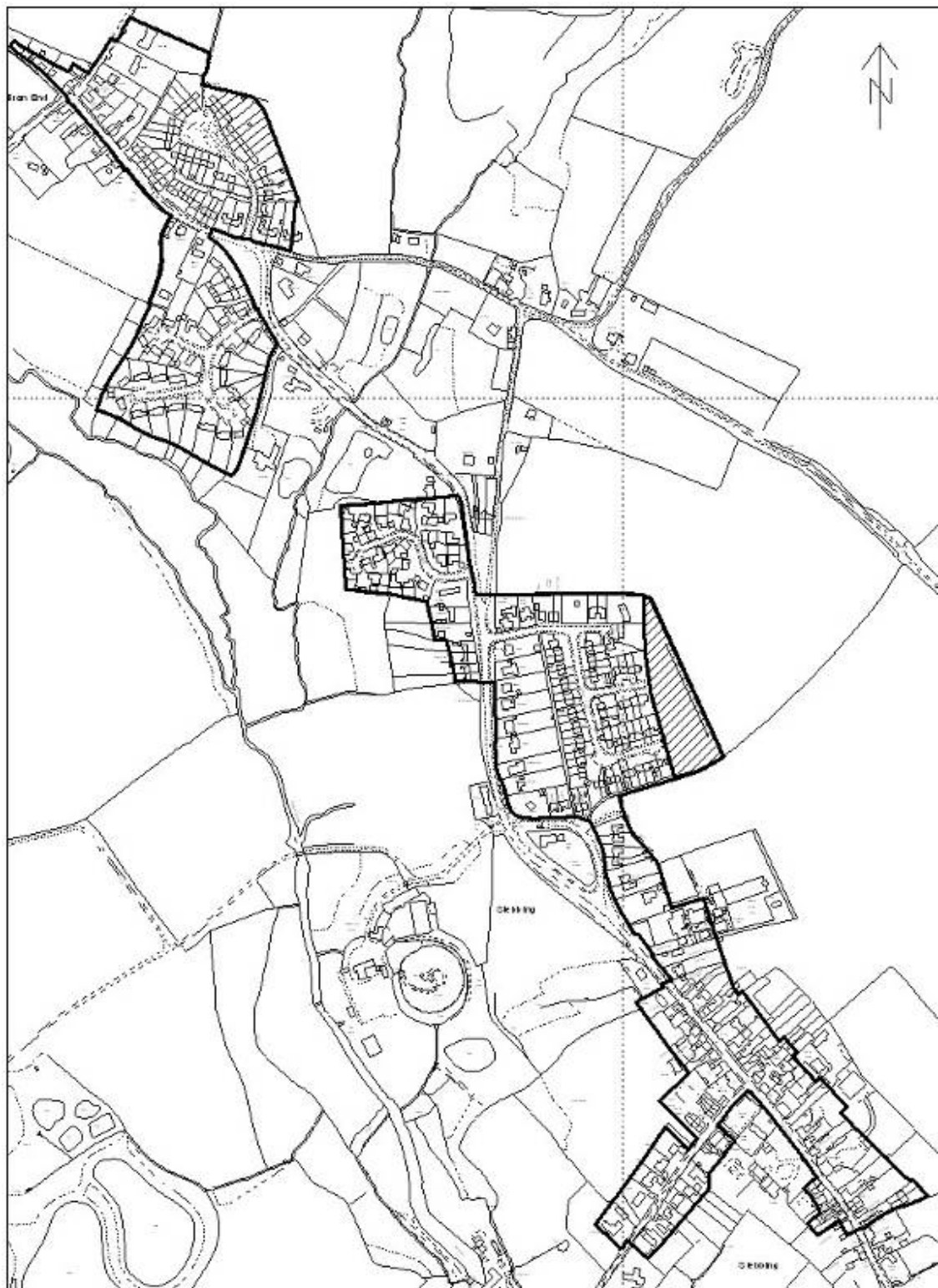
The land at Land to east of Parkside and Garden Fields is allocated for a minimum of 10 residential dwellings.

The following criteria must be met:

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

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

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



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MAP REFERENCE: T6524

SCALE:1:5000

## Other Residential

To ensure that the Local Plan provides for sufficient houses over the entire plan period developments which already have consent will need to be allocated in the final plan. The base date of the Local Plan is 2001. The current Local Plan needs to deliver 4800 dwellings to 2012 in accordance with the Regional Spatial Strategy. The Local Plan needs to deliver a minimum of 5070 dwellings during the plan period. This is a total of 9870. A total of 3825 dwellings have been completed and a total of 2394 dwellings have been approved to end March 2011. This leaves a total of 3651 dwellings to deliver. Since April 2011 a further 337 dwellings have been approved on larger sites. This makes a total of some 2731 houses across the district with permission. Taking this into account the Local Plan needs to allocate 3314 dwellings on new sites. The table below sets out the location of dwellings approved but not yet completed as at March 2012.

### Saffron Walden

McCathy and Stone, Bell College	27
Ashdon Road	130
Little Walden Road	15
Kilncourt, Thaxted road	32
Goddards Yard, Thaxted Road	12
Former Bell College, South Road	62
Land east former Bell College, Peaselands Road	86
Friends School, Mount Pleasant Road	76

### Great Dunmow

Woodlands Park	911
R/o 37-75 High Street	7
South of Springfields	25
Former Primary School, Rosemary Lane	32
Perkins Garage, Stortford Road	12

### Takeley/Little Canfield

Priors Green	328
Other sites within Priors Green policy area	53

### Elsenham

The Orchard	53
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### Stansted

Forest Hall Park	266
School land Forest Hall Park	39
3 and 4 Cottages, Rochford Nurseries	2

Flitch Green	154
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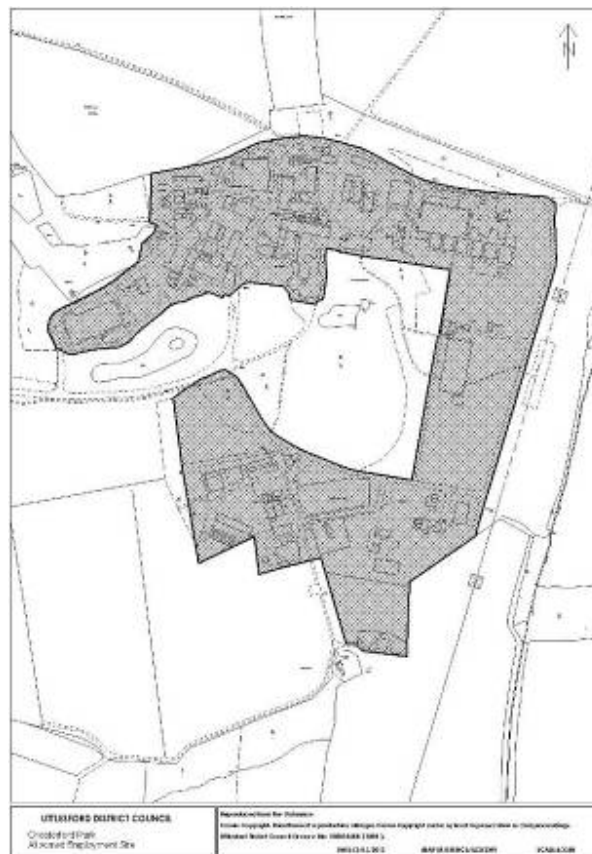
Wedow Road, Thaxted	55
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Rear of Village Hall, Tye Green, Wimbish	14
Manuden	14
Land at Meadow House, High Roding	25
Hartford End Brewery, Felsted	43
Brocks Meadow, Great Easton	4
Peggys Walk, Littlebury	14
Reuse of existing buildings and smaller sites	265
<b>Total</b>	<b>2756</b>

## Employment

### **Chesterford Research Park Policy 1** Chesterford Research Park, Little Chesterford

Research and development facilities will be permitted within the development zone at Chesterford Research Park, Little Chesterford provided that the proposals are in accordance with the approved Master Plan.



## **Wendens Ambo Local Policy 1**

The site of 0.8 hectares to the north of the B1039 and west of the B1383, at Wendens Ambo, is allocated for B1(a) business use.

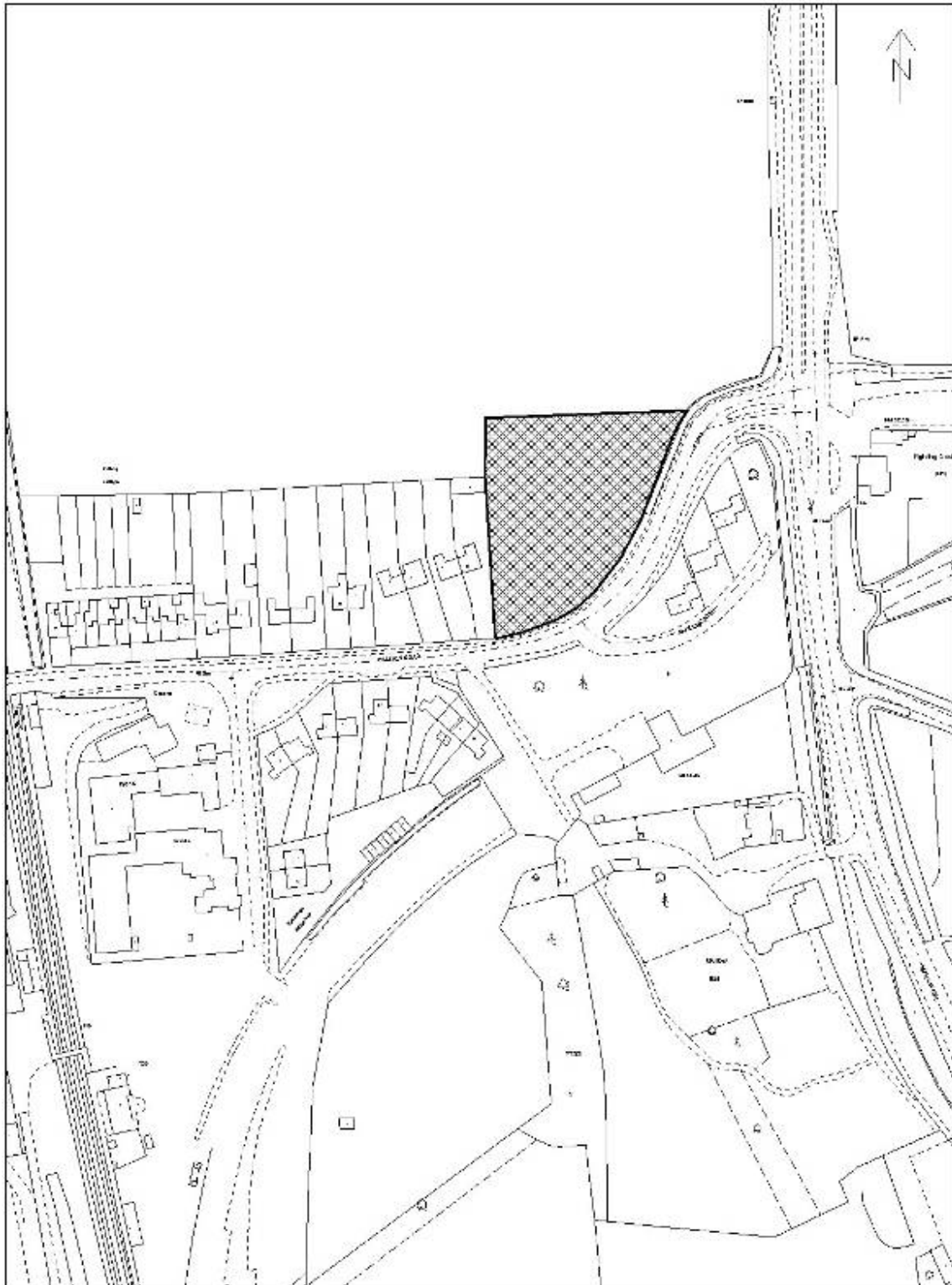
The following criteria must be met:

- The development is of a high architectural standard of design which constitutes a prestigious development that may facilitate the attraction of headquarter offices.
- It minimise the need for travel by private car between Saffron Walden and the nearby railway station
- It establish attractive and safe pedestrian priority links between various entrances to the development and the railway station and the bus stops and between the railway station and the bus stops including the provision of a footpath and cycleway to the front of the site.
- It provides for landscaping to the north and east of the allocation.
- The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.
- The necessary improvement works to the junction will be determined by the highway authority and will include preventing excessive traffic congestion at the junction, particularly in peak hours, as a consequence of the development and use of both these sites.

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

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





**UTTLESFORD DISTRICT COUNCIL**  
Wendans Ambro Employment Allocation

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DATE: 13/03/2012      MAP REFERENCE: 051250E      SCALE: 1:1250

## Start Hill Great Hallingbury Local Policy 1

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

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

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

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



## **Stansted Airport**

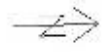
### **Stansted Airport Local Policy 1**

This site is allocated for employment purposes at Stansted Airport for uses which are directly airport-related and which could include any business and/or industrial and/or warehousing and/or similar 'sui generis' uses.

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

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

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



## **Stansted Airport Local Policy 2**

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

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

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

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



**Land protected for future Education use**

Land is highlighted on the proposals map as protected for future education use in Great Chesterford and Thaxted.

# **Development Management Policies**

## **ECONOMIC ACTIVITY**

### **Existing Employment Areas**

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

### **Policy EMP1 – Existing Employment Areas**

**Existing employment areas identified as such on the Proposals Map will be retained for offices, warehouses, factories and physically similar ‘sui generis’ uses. Planning permission will be granted for the change of use or redevelopment or extension of sites or premises in these areas for uses other than those identified above provided that:-**

- a) the proposed use provides an essential community benefit which demonstrably cannot be located elsewhere within the area it serves; and**
- b) ii) the proposed use would not conflict with any existing or potential other employment uses in the employment area in terms of environmental, traffic generation or any other planning matters.**

### **Non-Estate Employment Uses**

A significant number of employment uses in the district are relatively isolated from other such uses. Examples include factories or storage depots in residential areas or situated along main road frontages in towns and villages. Such uses may be relatively small or quite large and make an important contribution to the local economy so it is desirable that they be retained if at all possible. But such uses may come under considerable pressure for redevelopment and a change of use, usually to housing, which realises an enhanced land value. Whilst such pressure will be resisted in the interests of the local economy, there will be certain instances where an exception to this rule is warranted. The following policy sets out the overall approach to such uses and the circumstances in which such exceptions may be acceptable.

### **Policy EMP2 : Non-Estate Employment Uses**

**Employment sites located outside the identified employment areas but within settlement limits should be retained for employment use. Exceptions to this may be permitted where the applicant is able to provide demonstrable proof.**

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

## **RETAIL**

### **Shops and other Town Centre Uses**

The town centres of Saffron Walden and Great Dunmow and the local centres of Thaxted and Stansted are identified on the proposals map. Retail uses in Stansted are split between two locations—Cambridge Road and Lower Street and policy RET1 will apply to both. For the purposes of this policy, town centre uses are defined as those within the “A” Class uses and include shops, banks and building societies, pubs and restaurants and takeaways. The Council will expect details of the marketing etc to be submitted with any application for change of use of ground floor units to non "A" Class uses. The requirements for marketing are set out in Appendix A.

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

Outside the designated town and local centres there are pubs, individual shops and small parades of shops. These should be retained, as they provide a useful service to the local area.

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

### **Policy RET1 - Shops and other Town Centre Uses**

**The Town and Local Centres are identified on the proposals maps.**

**Within these areas change of use of the ground floor of existing town centre uses to non A Class uses will only be permitted if the applicant is able to demonstrate that the unit is not viable, currently or in the future, for a town centre use. As part of the marketing to establish viability the property should be widely advertised for at least twelve months on terms reflecting a town centre use.**

**Change of use to residential will be allowed on upper floors and mixed use schemes with a residential element will be appropriate within the town and local centres.**

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

**Beyond the defined Town and Local Centres the Council will expect applicants for the change of use of shops, pubs, post offices to comply with the viability and marketing tests above.**



## **Loss of Village Shops and Other Facilities**

There have been continued losses of village services in recent years through conversion to other uses, mainly housing. Village services like village shops, public houses, places of worship and village halls are important to local communities and in rural areas it is important to recognise that some facilities perform a number of functions and their closure could result in a significant loss to the village and more travel as a result e.g. rooms in pubs or places of worship used by local groups as meeting rooms, children's nurseries etc.

Facilities which the community feels are important to their social well being can be listed as Assets of Community Value. Some villages also have specialist outlets like antique shops, garden centres, restaurants etc which may contribute to the tourism economy. The Council is generally unable to prevent the loss of these facilities unless planning permission is required e.g. for a change of use. Where planning permission is required the Council will apply the tests in Policy RET2 below. Applicants will be required to demonstrate that the use is no longer viable. The requirements for marketing etc are set out in Appendix A. It is important that communities make good use of local facilities to make a sound case for refusing changes of use. The policy below will apply to all services and facilities. Where these facilities are listed as an Asset of Community Value additional requirements apply as set out in Appendix A

### **Policy RET2 – Loss of Village Shops and Other Facilities**

**Change of use of community facilities including those identified in the list of Assets of Community Value will only be permitted where the applicant can demonstrate that:**

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

### **New Shops in Rural Areas**

In villages where there is interest in opening a new shop the Council will allow provision outside development limits where no sites are available within the development limits, providing the chosen site is next to the village and residents can walk to the new shop. Applicants will be expected to define the catchment area which the new shop is intended to serve. If there are existing shops within this catchment area applicants will need to submit a report with the application showing what the likely impact (if any) will be on these existing businesses. The Council will encourage community run schemes and schemes which provide a mix of facilities which might include a shop, post office, meeting rooms, internet access etc and possibly local transport hub e.g. for community run transport schemes, and interchange for cyclists to use public transport.

### **Policy RET3 – New Shops in Rural Areas**

**Planning permission will be granted for new shops/post offices on sites beyond development limits where the following criteria are met:**

- a) the retail function is restricted to convenience goods/food,
- b) the proposal is of a size compatible with the catchment area it is intended to serve,
- c) the site adjoins the village and has the potential to reduce the need for travel by car; and
- d) There would be no adverse impact on existing shops within the catchment area.

## **HOUSING**

### **Residential Development in Settlements without Development Limits**

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

#### **Policy HO1 – Residential Development in Settlements without Development Limits.**

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

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

#### **Subdivision of Dwellings**

The character of an area may be adversely affected by subdivision of existing properties as a result of on-street parking, the use of garden space for car parking, an increase in overlooking of adjacent properties and general noise and disturbance. The potential adverse affects of the subdivision of residential properties will be controlled by the following policy.

#### **Policy HO2 - Subdivision of Dwellings**

**The subdivision of dwellings into two or more units will be permitted provided that:**

- a) sufficient car parking is provided in accordance with the standards;**
- b) there would be no material overlooking of neighbouring properties;**
- c) a reasonable amount of amenity space is available for the occupiers of the newly-created units; and**

- d) **the development would not have a detrimental effect on the character of the area by reason of:-**
1. **on-street parking; or**
  2. **the loss of garden space for use as car parking; or**
  3. **the likelihood of general noise and disturbance.**

### **Replacement Dwellings in the Countryside**

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

#### **Policy HO3 - Replacement dwellings in the Countryside**

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

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

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

### **Residential Extension**

While extensions to the home reduce the stock of smaller, cheaper housing, an extension may be the only way many households can afford to secure the accommodation they need as their requirements change. All applications for extensions will have to be accompanied by a home energy assessment form and the applicant will be notified of energy saving measures that the Council will require as part of the conditions of granting planning permission for the extension. Additional care is required when extending homes in the countryside. Extensions to Listed Buildings will also have to maintain any architectural and/or historic interest which warranted their being listed.

#### **Policy HO4 – Residential Extensions**

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

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

### **Affordable Housing**

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

For affordable housing to be relevant to those in housing need in Uttlesford it must meet the following tests:

- it results in weekly outgoings on housing costs that 25% of Uttlesford households in need can afford, excluding housing benefit; and
- such housing should be available, both initially and for subsequent occupancy, only to those with a demonstrable housing need.

This plan sets a target of 40% of dwellings to be affordable on sites of 15 or more dwellings, 20% on sites of 5-14 dwellings, and development of sites of 1-4 dwellings will be required to provide a financial contribution to help deliver off-site affordable housing.

Requirements for high levels of affordable housing provision can render some schemes unviable, especially when faced with a down turn in the housing market. The council encourages new housing developments and so the viability of schemes is a key consideration. The percentage and type of affordable housing on any given site may be subject to negotiation at the time of a planning application, to allow issues such as site size, sustainability and viability to be considered. An appropriate mix of tenures and property size would need to be agreed and will be determined by local circumstances. Affordable housing units will be distributed throughout the development and delivered in small groups, depending on the size of the development. It is the responsibility of the applicant to commission a viability study by specialists to be agreed with the Council to prove that the affordable dwellings requirement as set out in the policy will make their scheme unviable.

Where appropriate, consideration will also be given to the provision of specialist housing to meet needs in the District.

### **Policy HO5 – Affordable Housing**

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

**Developments on sites of 5 and 14 dwellings will be required to provide 20% of the total number of dwellings as affordable dwellings on site.**

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

**Developments on sites of 1-4 dwellings will be required to provide a financial contribution to help deliver off-site affordable housing in areas of high need.**

## **Housing Mix**

It is important that the council provide a choice and mix of housing across the District in order to create balanced and sustainable communities in two respects: within a larger site, and villages as a whole in the case of smaller settlements. Widening housing choice broadens the appeal of an area and helps in meeting the needs of existing residents. The council will expect new residential schemes to reflect the latest evidence of need subject to local character considerations and viability.

## **Policy HO6 – Housing Mix**

**All proposals for new housing developments of 5 dwellings or more or 0.15 hectares and above will be required to provide a mix of dwelling types and size to meet the needs of the local area and the district as a whole as evidenced by the most recent Strategic Housing Market Assessment.**

## **Affordable Housing on Exception Sites**

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

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

### **Policy HO7- Affordable Housing on “Exception Sites”**

**Development of affordable housing will be permitted outside settlements on a site where housing would not otherwise normally be permitted, if it meets all the following criteria:-**

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

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

- a) viability appraisals demonstrate that the need of the market housing**
- b) component is essential for the successful delivery of the development;**
- c) the proportion of market housing is the minimum needed to make the**
- d) scheme viable; and**
- e) no additional subsidy for the delivery of the scheme is required.**

### **Agricultural/Rural Workers Dwellings**

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

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

Such dwellings may be exceptionally permitted in open countryside only because of the needs of the enterprise. Before permission is granted there has to be a clearly established existing need which has been proven generally by temporary accommodation on the site for a period of three years.

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

### **Policy HO8 – Agricultural/Rural Workers’ Dwellings**

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

- a) the dwelling is essential for the proper functioning of the enterprise to enable one or more workers to be readily available at most times
- b) the enterprise is economically viable to the extent that it can sustain the size of the dwelling proposed
- c) the need for the dwelling relates to a full-time worker, or one who is primarily employed in agriculture or other rural activity and does not relate to a part-time requirement
- d) the unit and the activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so
- e) the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned
- f) the size of the proposed dwelling is commensurate with the established functional requirements of the enterprise, rather than those of the owner or occupier,
- g) the proposed dwelling should be sited so as to meet the identified functional need and to be well-related to existing buildings, or other dwellings
- h) the proposed dwelling should satisfy other planning requirements including access arrangements, energy efficiency and impact on the countryside.

If a new dwelling is essential to support a new farming activity or other rural activity, whether on a newly-created unit or an established one, for the first three years, it should normally be provided by a caravan, a wooden structure which can be easily dismantled, or other temporary accommodation. It should satisfy the following criteria:

- a) clear evidence of a firm intention and ability to develop the enterprise concerned;
- b) the dwelling is essential for the proper functioning of the enterprise to enable one or more workers to be readily available at most times;
- c) clear evidence that the proposed enterprise has been planned on a sound financial basis;
- d) the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned; and
- e) other normal planning requirements, e.g. on siting and access, are satisfied.

In granting planning permission the Council will:-

- a) make sure that the dwellings are kept available for meeting this need for as long as it exists; and
- b) remove the permitted development rights.

### **Removal of Agricultural Occupancy Conditions**

The need for agricultural dwellings may change from time to time with economic circumstances and some agricultural dwellings approved in the past have since become surplus to requirements. In order to maintain the credibility of this policy it is important that such conditions, once imposed, should remain in force unless it can be proved beyond doubt that the essential need no longer exists, both on the particular holding and



in the locality. The onus will be on the applicant to demonstrate this in accordance with the guidance on marketing set out in Appendix A.

#### **Policy HO9 – Removal of Agricultural Occupancy Conditions**

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

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

#### **Sites for Gypsies, Travellers and Travelling Show People**

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

#### **Policy HO10 - Sites for Gypsies, Travellers and Travelling Showpeople**

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

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

## **ENVIRONMENT AND NATURAL RESOURCES**

The Climate Change Act 2008 established a long-term framework to tackle climate change. Its aim is to encourage the transition to a low-carbon economy in the UK through legally binding targets on carbon emission reductions. It requires Government to reduce greenhouse gas emissions by:

- cutting emissions by at least 34% by 2020 and 80% by 2050 – below the 1990 baseline;
- setting and meeting five-yearly carbon budgets for the UK during that period; and
- requiring that those carbon budgets be set three budget periods ahead – so that it is always clear what the UK's emissions will be for the next 15 years.

The way in which homes are heated and cooled will need to change significantly if the carbon reduction and renewables targets are to be hit. This will warrant a gradual shift away from fossil fuel-based options such as heating oil and gas boilers and towards low carbon alternatives such as air and ground source heat pumps, solar thermal heating, biomass boilers and use of 'wasted' heat from industrial and commercial processes.

The Government is committed to making sure that new-build homes are zero carbon from 2016 and do not add extra carbon dioxide emissions to the atmosphere. It also wants to make sure that the cost of building new homes does not inhibit the provision of sustainable development. So there will need to be successive improvements in national new-build standards through changes to Part L of The Building Regulations 2010 (conservation of fuel and power). New regulations introduced in 2010 require a 25% improvement on 2006 carbon emissions standards. Subsequent reviews will look to further strengthen these standards and consider provisions for the existing stock in the light of the Government's emerging policies on retrofit.

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

The Code measures the sustainability of a new home against categories of sustainable design, rating the 'whole home' as a complete package. It uses a star rating system to assess the overall sustainability performance of a new home and sets minimum standards for energy and water use at each of 6 levels. The Government is also committed to reducing carbon emissions from new buildings through successive changes to The Building Regulations and to enable new non-domestic buildings to be zero carbon from 2019.

It is important for the Council to try and make sure that homes and other buildings are built in a way that minimises the use of energy and so reduces carbon dioxide emissions. Buildings should be designed to avoid both overheating and the need for

artificial cooling which can be energy intensive and to minimise heat loss in cold weather.

Minimising overheating can be achieved by measures including:-

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

Reducing heat loss can be achieved by measures including:-

- double glazing;
- loft insulation;
- cavity wall insulation.

Energy efficiency measures will need to take into account the character and setting of any heritage asset such as Conservation Area or a Listed Building. It will be important to make sure that the architectural or historic integrity of areas and buildings of architectural or historic merit are not prejudiced by additional features which impact adversely on the character or appearance of the heritage asset. Some renewable energy projects may impact on protected species. These impacts should be considered e.g. a bat survey will be required for any application for wind turbine.

### **Policy EN1 - Sustainable Energy**

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

- a) require all dwelling units in residential or mixed use developments over 5 units to comply with the current standards for affordable housing with regard to energy efficiency and CO2 emissions;**
- b) require proportionate improvements to the energy efficiency of the existing dwelling when granting planning permission for residential extensions and/or the conversion of ancillary residential floorspace to living accommodation; and**
- c) permit renewable and low carbon energy infrastructure, including stand alone facilities, in suitable locations, provided that these are designed to reduce any adverse impacts on landscape character, and the natural and historical environment, to an acceptable level.**

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

## **Policy EN2: Environmental and Resource Management**

**The Council will seek the prudent and sustainable management of the District's environmental resources by requiring that development proposals demonstrate that the following criteria have been met where relevant:-**

- a) best practice in sustainable design and construction is employed;**
- b) all new residential development will have a minimum water efficiency target which accords with current standards for affordable housing;**
- c) all new commercial development will have a minimum water efficiency target which accords with BREEAM**
- d) protection and enhancement of water quality;**
- e) the remediation of contaminated land and its reinstatement to beneficial use which is in accordance with this local plan; and pollution will be reduced to the minimum feasible level wherever this is an issue which may be affected by a development proposal.**

### **Protection of Water Resources**

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

Development must minimise its impact on the environment by adopting environmental best practice and necessary measures to limit pollution to acceptable limits.

### **Policy EN3 – Protection of Water Resources**

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Bolford Street Thaxted and two in the Stort Valley at Stansted Mountfitchet and Hazel End. A major aquifer lies under most of the northern half of the District.

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

### **Policy EN3 – Protection of Water Resources**

**Development will be permitted where it will not cause contamination of groundwater particularly in the protection zones shown on the proposals map, or contamination of surface water. Where there is the potential for contamination effective safeguards must be in place to prevent deterioration in current water standards. Opportunities to improve water quality in all watercourses and waterbodies will be undertaken where appropriate before development becomes operational.**

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

- a) sufficient infrastructure or environmental capacity already exists or**
- b) extra capacity can be provided in time to serve the development which will ensure that the environment and the amenities of local residents are not adversely affected.**

**When there is a lack of capacity and improvements in off-site infrastructure are not programmed, planning permission will only be granted where the developer funds appropriate improvements which will be completed prior to occupation of the development, or where the water company confirms the off-site infrastructure can be provided in a timely manner.**

### **Surface Water Flooding**

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

The benefits of SuDS are such that it is important that they form an integral part of development proposals wherever relevant. The optimal level of runoff is that which would occur if the site had not been developed (i.e. a greenfield site). The achievement of this level is important to all sites regardless of which flood zone they are located in.

## **Policy EN4 - Surface Water Flooding**

**All new buildings and extensions, and the development of car parking and hard standing, will incorporate Sustainable Drainage Systems to provide the optimum water run-off-rates and volumes back to the original Greenfield discharge. Only where there is a significant risk of pollution to the water environment, inappropriate soil conditions and/or engineering difficulties, should alternative methods of drainage be considered with adequate assessment and justification provided; a consideration should still be given to pre and post runoff rates. If this is not possible it will be necessary to demonstrate why it is not achievable.**

**Development proposals adjoining the main rivers, ordinary watercourses and culverts should be set back to provide a suitable buffer in accordance with the relevant Environment Agency requirements. Developments should not compromise the ability of organisations responsible for maintaining watercourses from accessing and undertaking works.**

**The Council will seek to restore/decultvert rivers through the determination of planning applications when and where the opportunity arises.**

**Details of proposed SuDS and how they will be maintained will be required as part of any planning application and will need to be agreed by the Council. For smaller developments, SuDS could comprise green roof or rainwater harvesting techniques.**

## **Pollution**

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

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

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

It is also important to prevent developments sensitive to pollution such as residential development and schools are not located within areas affected by nuisance.

## **Policy EN5 – Pollutants**

**Planning permission will be granted where the development and uses would not cause material disturbance or nuisance to occupiers of surrounding land uses or**

**the historic and natural environment. Unless the need for development is judged to outweigh the effects caused and the development includes mitigation measures to minimise the negative effects.**

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

**Nuisance includes:**

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

### **Air Quality**

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

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

### **Policy EN6 – Air Quality**

**Development will be permitted as long as it does not involve users being exposed on an extended long-term basis to poor air quality. A zone 100 metres on either side of the central reservation of the M11 and a zone 35 metres either side of the centre of the A120 have been identified as particular areas to which this policy applies.**

**Development within or affecting air quality management areas will be expected to contribute to a reduction in levels of air pollution and include an air quality assessment detailing the impact of the new development and a mitigation strategy which shows how these impacts will be mitigated.**

### **Contaminated Land**

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

### **Policy EN7 – Contaminated Land**

**Before development, where a site is known or strongly suspected to be contaminated, and this is causing or may cause significant harm, or pollution of**

**controlled waters (including groundwater) a risk assessment, site investigation, proposals and timetable for remediation will be required.**

## **Noise**

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

Aircraft movements are a particular major source of noise in Uttlesford. Stansted Airport Noise Strategy and Action Plan 2010-2015 (Building on a Sound Foundation) sets out what controls there are on noise generated by departing and arriving aircraft (Sections 5.1 and 5.2). The strategy also sets out what controls there are on ground noise (Section 5.3) and what the night noise restrictions are (Section 5.4).

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

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

### **Policy EN8- Noise Sensitive Development and Disturbance from Aircraft**

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



## **DESIGN**

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

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

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

### **Policy DES1 – Design**

**New development should respect the character of the towns and villages within the district and specifically within the locality of the development, including their layout, built form, open space, views and landscape setting.**

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

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

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

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

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

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

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

### **Development at Stansted Airport**

The Council has promoted the concept of Stansted being an 'Airport in the Countryside'. This has been achieved by the amount of landscaping that can be seen wherever you stand within the airport whether it is the structural landscaping within the airport or the countryside beyond. Within the airport boundary individual buildings should be of a high quality design, appropriate to their location and function.

### **Policy DES2 Development at Stansted Airport**

**To provide a high quality environment for all users, development at the airport must be of a high standard, appropriate to their location and function and respecting the design, appearance and finishes of exiting development at the airport. Development should respect the countryside setting and landscape. Planting will be an essential element to provide a context to new buildings, roads and the strategic landscape areas.**

## **PROTECTION OF THE COUNTRYSIDE**

### **Countryside Protection Zone**

Stansted Airport, as London's third airport, puts significant pressure for development on the surrounding countryside. The Council wishes to maintain Stansted Airport as an airport in the countryside so the Plan identifies an area of vulnerable countryside around the airport as a Countryside Protection Zone. The priority within this zone is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments. Coalescence is the physical coming together or merging between the airport and existing development in the zone. New building will generally lead to coalescence. The change of use of a building in itself will not lead to coalescence unless there is associated development such as outside storage or car parking. Each case needs to be judged on its merits, where there are only modest levels of additional parking on a tightly well-defined site for example, it may not be considered as leading to coalescence. Development which complies with the Core Strategy policy Protecting the Countryside will only be permitted if it also consistent with this overriding objective.

### **Policy C1 - The Stansted Airport Countryside Protection Zone**

**Within the Countryside Protection Zone development will only be permitted if new buildings or uses of land do not lead to the coalescence between the airport and existing development and do not adversely affect the open characteristics of the zone.**

### **Landscape Character**

The District is made up of 3 main types of landscape. The largest area is the farmland plateau landscapes which are gently rolling landscapes with medium to large arable fields but well wooded in places. The landscape is cut into by river valleys providing in places long distance views across the valleys. The open nature of the skyline of the ridge tops is particularly visually sensitive to new development. There are 4 river valley landscapes in Uttlesford based on the Rivers Cam, Stort, Pant and Upper Chelmer. The valleys have flat or gently undulating valley floors and are served by several tributaries. The open skyline at the top of the valley slopes is particularly sensitive to change through development, as are the more intimate views between the lower slopes and the valley floor. The North West corner of the District is characterised by chalk upland landscapes which are rolling landscapes of broad roundback ridges. They are characterised by expansive arable farmland providing panoramic views. The open nature of the skyline of the chalk ridge tops is particularly visually sensitive to change. Each of these landscape character types can be subdivided into Landscape Character Areas and 26 of these areas have been identified in Uttlesford. Detailed profiles of the Landscape Character Areas setting out the visual, historic and ecological characteristics, sensitivities to change and planning guidelines are set out in the Landscape Character Assessment for Uttlesford (Chris Blandford Associates; 2006).

The landscape holds evidence of human activity in Uttlesford stretching back over half a million years. Some irregular shaped fields are pre 18th century but are probably of medieval origin and some maybe older. Larger more regular fields can be evidence of

fields enclosed in the early post medieval period and later in the 18th and 19th Century as part of the parliamentary Enclosure Act. A number of small commons and linear roadside greens can also be found; the former have all been enclosed but the latter still largely survive as wide roadside verges.

There are 15 historic Parklands, Parks or Gardens identified on the Proposals Map whose character remains relatively intact. Seven of these are included in the English Heritage Register of Historic Parks and Gardens. The desirability of preserving historic parks and gardens and their settings is a material consideration in determining planning applications whether the park or garden is designated or undesignated. Development which would substantially harm Audley End Park as a grade I historic park and Bridge End Gardens, Saffron Walden as a grade II\* historic garden will only be acceptable in wholly exceptional circumstances.

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

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

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

## **Policy C2 Protection of Landscape Character**

**Development will be permitted provided that:-**

- a) cross-valley views in the river valleys are maintained with development on valley sides respecting the historic settlement pattern, form and building materials of the locality;**
- b) panoramic views of the plateaux and uplands are maintained especially open views to historic buildings and landmarks such as churches;**
- c) no material harm is caused to the historic settlement pattern, especially scale and density, and that it uses materials and colours that complement the landscape setting and landscape character. Such development should be well integrated with the surrounding landscape;**
- d) no material harm is caused to the landscape pattern and structure of woodland areas and hedgerows and individual trees and does not diminish the role they play in views across the landscape.**

- e) **no material harm is caused to the historic landscape character of field patterns and field size; greens; commons and verges;**
- f) **no material harm is caused to the special interest of Historic Parklands, Parks and Gardens such as their principle building, formal and informal open spaces, ornamental gardens, kitchen gardens, plantations and water features; and**
- g) **no material harm is caused to the form and alignment of protected historic lanes.**

### **Re-use of Rural Buildings**

Buildings in the countryside, outside the defined development limits of settlements, are an integral part of both the landscape and the local economy. It is therefore important to facilitate their reuse but in a manner which makes a positive contribution to both the rural landscape and the rural economy. The first part of the policy determines a series of priorities in terms of the preferred use of rural buildings and the second addresses the quality and character of the building. The implications of the policy are that not all buildings will necessarily be appropriate for some form of beneficial use.

### **Policy C3: Re-use of Rural Buildings**

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

**1. the proposed use is:-**

- a) **for employment purposes; or**
- b) **if an employment use is demonstrably non-viable, then for another non-residential use;**

**or**

**c) iii) for residential use if all other types of use are demonstrably non-viable and**

**2.**

- a) **the buildings are of a permanent and substantial construction;**
- b) **the buildings are capable of conversion without major reconstruction or significant extension;**
- c) **the development would protect or enhance the character of the countryside,**
- d) **its amenity value and its biodiversity and not result in a significant increase in noise levels or other adverse impacts; and**
- e) **(iv) the development would not place unacceptable pressures on the surrounding rural road network in terms of traffic levels, road safety, countryside character or amenity.**

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

### **Change of Use of Agricultural Land to Domestic Garden**

Proposals to change agricultural land to domestic garden which are not likely to materially change the character or appearance of the surrounding countryside, would

include those which use unworkable corners of fields, and do not create wedges of domestic garden intruding into an agricultural landscape. Proposals should include appropriate boundary treatments like native hedges or post and rail fencing which do not have the effect of urbanising the area or changing the openness of the countryside. If structures in the new garden like sheds etc would change the open character the Council may impose conditions removing permitted development rights when granting planning permission.

**Policy C4 Change of Use of Agricultural Land to Domestic Garden**

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

## **HISTORIC AND NATURAL ENVIRONMENT**

### **Design of Development within Conservation Areas**

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

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

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

### **Policy HE1 Design of Development within Conservation Areas**

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

**Development involving the installation of renewable energy equipment will generally be acceptable if all the following criteria are met:-**

- a) there is minimal visual impact;**
- b) it is not located on principal elevations;**
- c) it does not damage key views in, out or within the Conservation Area, including very visible secondary elevations;**
- d) there is no loss in the overall character or historic interest of the Conservation Area; and**
- e) there is no cumulative impact through the installation of different types of equipment within the same property or group of properties leading to a loss of special interest of the Conservation Area.**

### **Development Affecting Listed Buildings**

There are over 3700 Listed Buildings or structures in the District. This represents about one quarter of the number of listed buildings in Essex which is itself one of the most

richly endowed of all English counties. In addition, any building or structure which belonged with the main building when it was Listed, and which was built before 1 July 1948, is also viewed as a Listed Building. Items Listed in this way are referred to as 'Curtilage Listed'.

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

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

For Listed Buildings of all grades the installation of renewable energy equipment attached to the building or within the curtilage of the building will require Listed Building consent and/or planning permission in most cases. If you are considering undertaking any works to a Listed Building you are advised to have early discussions with the Council's Conservation Officer. The policy identifies the criteria which need to be met to make sure there is no loss of the special interest of the Listed Building.

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

### **Policy HE2 Development affecting Listed Buildings**

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

**In cases where planning permission might not normally be granted for the conversion of Listed Buildings to alternative uses, favourable consideration may be accorded to schemes which incorporate works that represent the most appropriate way of preserving the building and its architectural and historic characteristics and its setting.**

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



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

### **Scheduled Monuments and Sites of Archaeological Importance**

Within Uttlesford District, approximately 4064 sites of archaeological interest are recorded on the Historic Environment Record (HER) maintained by Essex County Council. These sites are not shown on the proposals map and inquiries should be made to the County Archaeologist. Scheduled Monuments, of which there are 73 in the District are shown on the proposals map. The Historic Environment records represent only a fraction of the total. Many important sites remain undiscovered and unrecorded. Archaeological sites are a finite and non-renewable resource. As a result it is important to make sure that they are not needlessly or thoughtlessly destroyed.

The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether the monument is scheduled or unscheduled. There is a presumption in favour of the preservation of nationally important sites and their settings. The need for development affecting archaeological remains of lesser significance will be weighed against the relative significance of the archaeology.

Applications for development affecting a scheduled monument or site of archaeological significance need to refer to the English Heritage Register of Scheduled Monuments or the HER respectively and explain how the proposed development does not substantially harm the archaeological asset.

**Policy HE3 Scheduled Monuments and Sites of Archaeological Importance. Where nationally important archaeological assets, whether scheduled or not, and their settings, are affected by proposed development there will be a presumption in favour of their physical preservation in situ. The Council will seek the preservation in situ of archaeological assets unless the need for the development outweighs the importance of the asset.**

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

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

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

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

## **Protecting the Natural Environment**

There are no internationally protected sites in Uttlesford but there are 14 nationally designated sites made up of 12 Sites of Special Scientific Interest and 2 National Nature Reserves.

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

Sites of Special Scientific Interest and National Nature Reserves have the maximum degree of protection from development. However, locally designated sites make a significant contribution to the biodiversity of the District. Because there are a large number of them and they are distributed across the District they act as a network of sites allowing the movement of wildlife between sites as well as creating the distinctive landscape character of Uttlesford of woodland, verges and greens and water bodies. *Developments that can make a positive contribution to the network of sites by habitat creation linking sites will be positively considered, especially if it contributes to the Essex Wildlife Trust Living Landscape initiative.* Advice on incorporating biodiversity in developments can be found on the Essex Biodiversity Project website [www.essexbiodiversity.org.uk](http://www.essexbiodiversity.org.uk)

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

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

Table 5 Uttlesford Habitat Types identified in the Essex Biodiversity Action Plan

- |                        |           |                            |
|------------------------|-----------|----------------------------|
| ▪ Arable field margins | ▪ Ponds   | ▪ Mixed deciduous woodland |
| ▪ Hedgrows             | ▪ Rivers  | ▪ Wet Woodland             |
| ▪ Traditional orchards | ▪ Fen     | ▪ Wood-pasture & Parkland  |
| ▪ Dry acid grassland   | ▪ Reedbed |                            |
| ▪ Meadows              |           |                            |
| ▪ Heath                |           | ▪ Brownfield sites         |

Applications for development affecting or with the potential to affect a nationally or locally designated site, protected species or species on the Red Data List or habitat suitable for

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

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

#### **Policy HE4 Protecting the Natural Environment**

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

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

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

**If significant harm to biodiversity or geodiversity cannot be adequately mitigated against, or compensated for, permission will be refused.**

**The design of development should incorporate measures to improve the biodiversity or geodiversity value of the development site. Such measures should include making a contribution to the network of biodiversity sites, including open spaces and green infrastructure and water bodies which make links between communities and support wildlife. These measures will be secured by condition or planning obligations upon any approval that may be granted and may need to include financial support for continued maintenance.**

## **Open Spaces and Trees**

There are open spaces of high environmental quality in many of the towns and villages. Such spaces may include village greens, commons or large mature gardens. The Uttlesford Open Space, Sport Facility and Playing Pitch Strategy 2012 identified open spaces in the District's towns and villages and if there were deficiencies in provision. Reference should be made to this study when considering applications affecting open space. Sometimes, the land may have been left in a state of untidiness but, nevertheless, the existence of the space may be important to the character of the area, to biodiversity and as an area of natural greenspace. Retention of the space would also enable its full environmental potential to be realised through an enhancement project. Normally it has been possible to protect such areas by making sure that they lie beyond defined development limits. The need to protect similar areas within settlements is equally important and the most significant of these open spaces are shown on the proposal map. Other smaller spaces of importance will also be protected where development would be inappropriate, but it is not practical to identify all of these.

Where the principle of development is acceptable it should avoid taking away features that are prominent elements and enhance the local environment, such as for example, healthy mature trees. As an example, it may not be possible to accommodate a residential development on a tight space without removing a clump of sycamore saplings or similar. This may be considered acceptable. Sometimes community facilities may be proposed on open space. Again, if a successful design can be achieved, a limited loss of open space may be permitted.

### **Policy HE5 Traditional Open Spaces and Trees**

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

## **TRANSPORT**

### **Vehicle Parking Standards**

A realistic approach is needed. Many communities within the District do not have access to regular and frequent public transport and using the car is the only practical way of getting to work, accessing services and making leisure trips. Car ownership levels are relatively high and limiting parking within residential development will not necessarily discourage car ownership and is more likely to displace parking onto the road and/or encourage parking on pavements, verges etc which detracts from the street scene and can be an obstruction to buses and emergency vehicles and cause problems for pedestrians, particularly those with limited mobility. It is important that adequate car parking is provided in new developments. The Council approved the Essex County Council document "Parking Standards, Design and Good Practise" in January 2010 for use in development management and parking provision for new development will be expected to meet these or any other standards approved by the Council.

### **Policy TA1 Vehicle Parking Standards**

**Development will be permitted where the number, design and layout of vehicle parking spaces proposed is appropriate for the use and location, as set out in relevant parking standards approved by the Council. If the proposal is a use for which there is no relevant approved standard the applicant will be required to demonstrate that the number of parking spaces being provided is appropriate for the use and location.**

### **Airport Parking**

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

### **Policy TA2 Car Parking Associated with Stansted Airport**

**Proposals for car parking associated with any use at Stansted Airport will only be allowed within the Airport boundary as defined on the Stansted Airport Inset Map. Appropriate mechanisms will be sought to make sure that all on airport car**

**parking is integrated into and contributes to funding of the airport surface access strategy.**

## **INFRASTRUCTURE**

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

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

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

In order to establish whether the need for a facility still exists or not, an assessment of current and future needs will need to be submitted demonstrating that there is an excess of playing fields in a locality and the catchment of the facility, or that the site has no special significance to sport or recreation.

The Council needs to make sure that enough open space, sports facilities and playing pitches will be provided to meet the future needs of the District. The needs of the District have been identified in the Uttlesford Open Space; Sport Facility and Playing Pitch Strategy 2012. New development will be required to make an appropriate provision, either on site or financial contributions to provide facilities off-site, of publicly accessible green space or improvement of existing accessible green space in accordance with the following standards and specific allocation policies. This provision will take into consideration surpluses and deficiencies and condition of the different types of open space within the vicinity of the site.

The provision for new sports facilities, playing pitches, allotments and natural/semi natural greenspace is identified in site allocation policies.

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

**Development will only be permitted if it would not involve the loss of open space for recreation, including allotments, playing pitches or sports facilities, except if replacement facilities will be provided that better meet local recreational needs; and which will be made available before development of the existing site begins.**

**New development will be required to make appropriate provision (taking into consideration surpluses and deficiencies and condition of the different types of open space within the vicinity of the site) for publicly accessible green space or improvement of existing accessible green space in accordance with the following standards.**

Table 6 Suggested Standards for Provision of Open Space

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

### **New Community Facilities**

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

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

### **Policy INF2 Provision of community facilities beyond development limits**

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

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

### **New Facilities for Sport and Recreation**

The provision of outdoor sport and recreational facilities is considered acceptable beyond development limits.

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



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

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

## **APPENDIX A Marketing**

A number of policies will ask applicants to demonstrate that there is no demand for alternative uses before planning permission can be granted for the applicants preferred use. This is done partly through marketing information which is supplied to the Council to consider as part of the decision making process. The Council is suggesting that an appendix should be included in the new Local Plan which will set out what is expected in a marketing exercise and how the information will be used. The policies that this appendix will apply to are:

Policy EMP2 - Non-Estate Employment Uses

Policy RET1 - Shops and Other Town Centre Uses

Policy RET2 - Loss of Village Shops and Other Facilities

Policy HO10 - Removal of Agricultural Occupancy Conditions.

Policy C3 - Re-use of rural buildings

### General Criteria

- Where the policy requires that the property is marketed – this will be for a period of at least 12 months for freehold and/or leasehold as appropriate.
- The property should be widely advertised on site, in estate agents and in relevant newspapers, property and trade magazines, and websites where prospective users would be expected to search.
- The advertising should include all potential uses within the terms of the policy. Restricted advertising which does not cover the full range of uses to which a building could be put will inevitably lead to a limited response.
- The price should be realistic and reflect the current use and not the potential value with planning permission for some alternative use. A covenant can be applied to a sale to recoup any uplift in value secured by the new owners.
- In addition to advertising the applicant should be able to demonstrate that they have proactively tried to find a tenant/buyer including engaging with businesses, tourist or community groups etc who might be interested in using the building.
- Applicants should submit a report providing details of all advertising including dates when the property was advertised, where it was advertised and the price.
- Any expressions of interest should be recorded and submitted to the Council together with the reasons why these expressions of interest were not taken forward.

These general criteria relate to all these policies – any extra requirement relating to a particular policy area are set out below.

### **Policy EMP2 – Non Estate Employment Uses**

The above criteria will apply but the Council would expect the property to be marketed for employment uses. As alternative to marketing the property as set out above the non-viability of employment uses could be demonstrated by an independent assessment that the use is unlikely to be economically viable in the foreseeable future. That assessment should be undertaken by a reputable and suitably experienced company to be determined by the Council in agreement with the applicant and to be funded by the applicant.

**Policy RET1 - Shops and Other Town Centre Uses**

The above criteria will apply but the Council would only expect the property to be marketed for town centre uses, falling within the "A" Class of the Use Classes Order.

**Policy RET2 - Loss of Village Shops and Other Facilities**

Where the property is identified on the list of Assets of Community Value additional requirements will need to be met as set out in the Assets of Community Value Policy Statement or other relevant Government advice/regulations. Even if there is no interest from the community in purchasing such assets the Council will expect the applicant to meet the criteria above.

**Policy H010 - Removal of Agricultural Occupancy Conditions**

In order to meet the requirements of this policy it will be necessary to demonstrate that the agricultural occupancy condition is no longer necessary and appropriate by an up to date assessment of the demand for farm (or other occupational) dwellings in the area having regard to the need for a dwelling for someone solely, mainly or last working in agriculture in the area as a whole, and not just on the particular holding.

**Policy C3 - Re-use of Rural Buildings**

As an alternative to marketing the property as set out above the non-viability of employment or other non-residential uses could be demonstrated by an independent assessment that the use is unlikely to prove to be economically viable in the foreseeable future. That assessment should be undertaken by a reputable and suitably experienced company to be determined by the Council in agreement with the applicant and to be funded by the applicant.

## APPENDIX B Noise Exposure Categories for Residential development

### Noise Exposure Categories for Residential Development

When assessing a proposal for residential development near a source of noise, the Council will determine into which of the four noise exposure categories (NECs) the proposed site falls, taking account of both day and night-time noise levels. The Council will then have regard to the advice in the appropriate NEC, as below:

NEC	
A	Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level
B	Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise
C	Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise
D	Planning permission should normally be refused

A recommended range of noise levels is given below for each of the NECs for dwellings exposed to noise from road, rail, air, and "mixed sources". Paragraph 10 onwards provides a detailed explanation of how the boundaries of each of the NECs have been derived.

### Other noise-sensitive development

Developments such as offices, hospitals and schools will contain buildings and activities which are noise-sensitive. But these developments are likely to occupy sizeable sites and to contain a proportion of buildings and activities which are less noise-sensitive. The NEC principle cannot therefore be sensibly applied to such developments and it will be more appropriate to refer to specific guidance on internal noise standards in respect of each activity. General information can be found in BS 8233 1987. Information about guidance for health and hospital buildings is available from NHS Information Centre for Health and Social Care ([www.ic.nhs.uk](http://www.ic.nhs.uk)). The Department for Education publishes guidance for schools (Building Bulletin 87 Guidelines for Environmental Design in Schools).

### Noise index and measurement positions

For the purposes of consistency all noise indices are expressed in terms of LAeq,T and the time periods of day and night time of between 07.00-23.00 and 23.00-07.00.

Values in the table below refer to noise levels measured on an open site at the position of the proposed dwellings, well away from any existing buildings, and 1.2m to 1.5m above the ground. The arithmetic average of recorded readings should be rounded up. Where that average falls on the boundary between NECs B and C the Council will determine which is the more appropriate NEC for the proposal taking into account the need for the development.

Levels of noise from road and rail traffic are often specified at one metre from a facade, and these facade levels should be assumed to be 3 dB(A) higher than levels measured away from any buildings, unless a more accurate figure is available. For road traffic noise in NECs C and D, LAeq,16h ~ LA10,18h -2 dB.

For aircraft, the noise levels refer to aircraft noise exposure contour values which are specified at 1.2m above the ground and published at 3 dB(A) intervals (each 3 dB(A) increment represents a doubling of noise energy). Because most aircraft noise originates from above, contours include the effects of ground reflection (see Note 2 below).

### Recommended Noise Exposure Categories For New Dwellings Near Existing Noise Sources

Noise Levels <sup>0</sup> Corresponding To The Noise Exposure Categories For New Dwellings LAeq,T dB				
Noise Source	Noise Exposure Category			
	A	B	C	D
road traffic				
07.00 - 23.00	<55	55 - 63	63 - 72	>72
23.00 - 07.00 <sup>1</sup>	<45	45 - 57	57 - 66	>66
rail traffic				
07.00 - 23.00	<55	55 - 66	66 - 74	>74
23.00 - 07.00 <sup>1</sup>	<45	45 - 59	59 - 66	>66
air traffic <sup>2</sup>				
07.00 - 23.00	<57	57 - 66	66 - 72	>72
23.00 - 07.00 <sup>1</sup>	<48	48 - 57	57 - 66	>66
mixed sources <sup>3</sup>				
07.00 - 23.00	<55	55 - 63	63 - 72	>72
23.00 - 07.00 <sup>1</sup>	<45	45 - 57	57 - 66	>66

#### Notes

<sup>0</sup>**Noise levels:** the noise level(s) (LAeq,T) used when deciding the NEC of a site should be representative of typical conditions.

<sup>1</sup>**Night-time noise levels (23.00 - 07.00):** sites where individual noise events regularly exceed 82 dB LAmax (S time weighting) several times in any hour should be treated as being in NEC C, regardless of the LAeq,8h (except where the LAeq,8h already puts the site in NEC D).

<sup>2</sup>**Aircraft noise:** daytime values accord with the contour values adopted by the Department for Transport which relate to levels measured 1.2m above open ground. For the same amount of noise energy, contour values can be up to 2 dB(A) higher than those of other sources because of ground reflection effects.

<sup>3</sup>**Mixed sources:** this refers to any combination of road, rail, air and industrial noise sources. The "mixed source" values are based on the lowest numerical values of the single source limits in the table. The "mixed source" NECs should only be used where no individual noise source is dominant.

To check if any individual noise source is dominant (for the purposes of this assessment) the noise level from the individual sources should be determined and then combined by decibel addition (remembering first to subtract 2 dB (A) from any aircraft noise contour values). If the level of any one source then lies within 2 dB(A) of the calculated combined

value, that source should be taken as the dominant one and the site assessed against the appropriate NEC for that source, rather than using the "mixed source" NECs.

If the contribution of the individual noise sources to the overall noise level cannot be determined by measurement and/or calculation, then the overall measured level should be used and the site assessed against the NECs for "mixed sources".

### **Noise Exposure Categories: Explanation of Noise Levels**

The following is an explanation of how the boundaries of each of the noise exposure categories (NECs) in the table at Paragraph 1 above have been calculated or derived. Wherever possible figures have been based on research findings or figures contained in statutory regulations. However, the NEC table attempts to give guidance across a broad spectrum of situations and not all of these are covered by existing research work or regulations. In these instances assessments and interpolations have had to be made and these are also explained below.

The explanations under each heading make specific reference to each of the transport modes: road, rail, and air. However, separate explanations of "mixed sources" are not given. The "mixed source" values are based on the lowest numerical values of the single source limits in the table.

The values given in the NEC table are free-field levels, together with an addition of 2 dB(A) for ground reflection of air traffic noise. Details of correction factors to convert between façade levels and free-field where appropriate are given below. For night-time levels typical insulation values for window installations that are likely to be used in each NEC have been assumed. Because the insulation performance of different window installations is likely to vary, these values are nominal.

### Noise levels at the boundary of NEC A and NEC B

#### Daytime

The level at the boundary of NEC A and NEC B for road and rail traffic is based on guidance provided by the World Health Organisation<sup>1</sup> that "general daytime outdoor noise levels of less than 55 dB (A) Leq are desirable to prevent any significant community annoyance". The figure of 55 dB(A) has been taken to be free-field and therefore no adjustments have been necessary for road and rail traffic noise levels before inserting them in the table. In respect of air traffic noise a considerable amount of research has been carried out<sup>2</sup>. 57 dB(A) Leq (previously 35 NNI) relates to the onset of annoyance as established by noise measurements and social surveys

#### Night-Time

The night time noise level at the boundary of NEC A and NEC B is based on the WHO guideline previously referred to which states that for night time: "based on limited data available, a level of less than 35 dB(A) is recommended to preserve the restorative process of sleep" and this is considered more relevant when seeking to achieve the best practicable conditions for rest and sleep.

The sound insulation qualities of a partially open window are taken to be 10 - 15 dB(A)<sup>4</sup> and for the purposes of the NEC table a reduction of 13 dB(A) from the facade level has been assumed. This would give a recommended maximum figure of 48 dB(A) at the facade. However, as the NEC figures are free-field a correction of -3 dB(A) is necessary

giving 45 dB(A) in the table for road and rail noise. For air traffic noise 2 dB(A) has been added to 45 dB(A) to allow for ground reflection, making 47 dB(A). The level in the table of 48 dB(A) is the nearest aircraft dB(A) Leq contour value.

#### Noise levels at the boundary of NEC B and NEC C

##### *Daytime*

The daytime noise levels for all three transport modes at the boundary of NEC B and NEC C are based on the levels that trigger official grant schemes. For road traffic noise the trigger level is 68 dB LA10,18h<sup>5</sup> at a facade. This has been converted to an LAeq,18h level by subtracting 3 dB, and to an LAeq,16h value by adding 1 dB, giving 66 dB LAeq,16h at a facade. Finally, this figure has been converted to a free-field level by subtracting 3 dB, thus arriving at 63 dB LAeq,16h in the table.

For railway noise the proposed trigger level<sup>6</sup> is 68 dB LAeq,18h at a facade. This has been converted to 66 dB LAeq,16h free-field.

For air traffic noise, 66 dB(A) LAeq,16h, previously 50 NNI, was the daytime criterion for noise insulation schemes at Heathrow, Gatwick and Stansted.

##### *Night-time*

The night-time level at the boundary of NEC B and NEC C for road traffic is, like that at the boundary of NEC A and NEC A, based on the WHO figure of 35 dB(A). Because noise should be taken into account when determining planning applications in NEC B, it has been assumed that the minimum amelioration measure available to an occupant at night will be to close bedroom windows. Single glazed windows provide insulation of about 25 dB(A)<sup>7</sup>. Therefore, in order to achieve 35 dB(A) inside a bedroom, the facade level should not exceed 60 dB(A). This facade level requires a further 3 dB(A) adjustment to convert it to the free-field level of 57 dB(A) for road traffic at the boundary of NEC B and NEC C. For rail traffic, the level proposed to trigger the official grant scheme has been adopted. This level is 63 dB LAeq,6h and it has been converted to 59 dB LAeq,8h free-field. For air traffic, the level proposed to trigger the grant scheme at Stansted airport<sup>8</sup> has been adopted. This level is the 57 dB(A) Leq contour value

#### Noise levels at the boundary of NEC C and NEC D

##### *Daytime*

The noise level at the boundary of NEC C and NEC D for road traffic is based on a Building Research Establishment (BRE) survey<sup>9</sup> which has shown that the insulation package supplied under the Noise Insulation Regulations is inadequate for road traffic noise levels of 78 dB LA10,18h and above at a facade. This figure is equivalent to a free-field level of 75 dB LA10,18h; which in turn is equivalent to 73 dB LAeq,16h. The 73 dB LAeq,16h has been reduced by 1 dB to 72 dB LAeq,16h in the table at the boundary of NEC C and NEC D, which is the maximum external level that the standard noise insulation package will reduce to an acceptable internal level.

There is some evidence<sup>10</sup> that noise from rail traffic causes less disturbance than noise from road traffic at the same level. Therefore, the level at the boundary of NEC C and NEC D has been set 2 dB higher than the free-field level for road traffic noise.

For air traffic noise the value put forward in Circular 10/73, has been used. This is 60 NNI or 72 dB LAeq,16h, including a 2 dB allowance for ground reflection.

#### *Night-time*

The night-time levels at the boundary of NEC C and NEC D are, like those at the boundary of NEC A and NEC B, based on the WHO figure of 35 dB(A). The standard noise insulation package provides insulation of about 35 dB(A). Therefore at a facade level of 70 dB(A) or above the internal limit for a bedroom of 35 dB(A) may not be achieved. The level of 70 dB(A) has therefore been reduced by 1 dB(A) and a correction factor of 3 dB(A) applied to derive the free-field level of 66 dB(A) in the table at the boundary of NEC C and NEC D for road and rail noise. For air traffic noise the level of 66 dB(A) is the nearest aircraft dB(A) Leq contour value to provide equivalent protection.

<sup>1</sup> Environmental Health Criteria 12 - Noise. World Health Organisation, 1980.

<sup>2</sup> Directorate of Operational Research and Analysis "The Noise and Number Index" DORA Communication 7907, Second Edition, September 1981 Brooker, P et al "United Kingdom Aircraft Noise Index Study: Final Report" Civil Aviation Authority DR Report 8402, January 1985

Critchley, JB and Ollerhead, JB "The Use of Leq as an Aircraft Noise Index" Civil Aviation Authority DORA Report 9023, September 1990.

<sup>3</sup> Report of a field study of aircraft noise and sleep disturbance. Department for Transport, 1992.

<sup>4</sup> Transportation Noise Reference Book: Edited by Paul Nelson, published by Butterworths, 1987.

<sup>5</sup> Noise Insulation Regulations, 1975: SI 1975:1763

<sup>6</sup> The Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996. SI 1996 No 428.

<sup>7</sup> Transportation Noise Reference Book: Edited by Paul Nelson, published by Butterworths, 1987 and Sound Control For Homes, published by the Building Research Establishment and CIRIA, 1993 [BRE report 238, CIRIA report 127].

<sup>8</sup> Department for Transport Consultation Paper: Proposed Stansted Noise Insulation Grants Scheme, September 1990.

<sup>9</sup> Utley W. et al "The effectiveness and acceptability of measures for insulating dwellings against traffic noise" (Journal of Sound and Vibration (1986) Vol 109(1), pages 1-18).

<sup>10</sup> "Railway Noise and the Insulation of Dwellings" Mitchell Committee Report, published February 1991



## **Detailed Guidance on the Assessment of Noise from Different Sources**

### **Noise from road traffic**

For established roads it will normally be sufficient to base assessments on the current measured noise level (paragraph 8). When considering potential new development near major new or recently improved roads, the Council should ascertain forecast noise levels (eg over the next 15 years) with the assistance of the local highway authority.

### **Noise from railways**

Railway noise emanates from a variety of sources. For noise from operational railway lines the noise exposure categories will be appropriate; local noise from station activities, freight distribution depots, and marshalling yards will be treated in the same way as noise from industrial and commercial sources. The Council will ask the developer to provide details of the present levels of noise; and to consult the railway operator to find out if there are proposals for significant operational changes.

In considering the long distance traffic effects of developments which would result in the use of rail transport (for example the carrying of aggregates from extraction sites, or goods from freight terminals), it will be appropriate to take into account the railway noise aspect.

The likelihood of significant ground-borne vibration will depend on the nature of the ground and the types of train. The possibility of vibration and re-radiated noise caused by trains running in tunnels will be considered. Advice on acceptable levels of vibration can be found in the relevant British Standard.

### **Noise from aircraft**

Using forecast contours, it should be possible to determine approximately which areas are likely to fall within the different noise exposure categories. For small aerodromes the Council will not rely solely on  $L_{eq}$  where this is based on less than about 30 movements a day.

Recommended noise exposure categories for new dwellings exposed to aircraft noise are given above, but  $60 L_{eq}$  dB(A) will be regarded as a desirable upper limit for major new noise sensitive development. Where replacement schools, clinics, and other community facilities are needed to serve the existing population in high noise areas, expert consideration of sound insulation measures will be sought. When determining applications to replace schools and build new ones in such areas, the Council will have regard to the likely pattern of aircraft movements at the aerodrome in question which could cause noise exposure during normal school hours/days to be significantly higher or lower than shown in average noise contours.

### **Military aerodromes**

The noise exposure categories will be used for assessing proposals for new developments near military aerodromes. Because many of these are in rural locations, however, there will often be the flexibility to ensure that new residential developments are located within noise exposure category A, while still taking full account of other planning constraints. This option will not apply to proposals for residential development involving extension, conversion, or change of use of existing buildings. When determining such applications the Council will take account of the differences between civil and military operations.

### **Helicopters and heliports**

When determining a planning application for a heliport the predicted noise will not normally be assessed in isolation - account will be taken of local circumstances including the existing level of noise disturbance in the area surrounding the site and factors such as whether the area is already exposed to noise from fixed wing aircraft. The Council will consider the effect of further disturbance resulting from the proposal.

Helicopter noise has different characteristics from that from fixed wing aircraft, and is often regarded as more intrusive or more annoying by the general public. The noise exposure categories will therefore be applied with regard to any recent research and evidence.

Planning applications for helicopter landing/take-off facilities should be accompanied by information about the proposed take-off/landing flight paths and air traffic routes where appropriate. Preferably, these paths should have been discussed and agreed in principal with National Air Traffic Services (NATS) beforehand. Where such information does not accompany the application, but is considered necessary, the Council will request it and suggest that the applicant has discussions with NATS.

The use of helicopters may often be incidental or ancillary to the principal use of the land and as such do not generally require a separate planning permission. The construction of hardstanding, installation of landing lights etc may be regarded as development requiring planning consent.

### **Noise from industrial and commercial developments**

The likelihood of complaints about noise from industrial development can be assessed, where the Standard is appropriate, using guidance in BS 4142: 1990. Tonal or impulsive characteristics of the noise are likely to increase the scope for complaints and this is taken into account by the "rating level" defined in BS 4142. This "rating level" may be used when stipulating the level of noise that can be permitted. The likelihood of complaints is indicated by the difference between the noise from the new development (expressed in terms of the rating level) and the existing background noise. The Standard states that: "A difference of around 10 dB or higher indicates that complaints are likely. A difference of around 5 dB is of

marginal significance." Since background noise levels vary throughout a 24 hour period the Council will normally assess the acceptability of noise levels for separate periods (eg day and night) chosen to suit the hours of operation of the proposed development. Similar considerations will be applied to developments that will emit significant noise at the weekend as well as during the week.

Commercial developments such as fast food restaurants, discos, night clubs and public houses pose particular difficulties, not least because associated activities are often at their peak in the evening and late at night. The Council will bear in mind not only the noise that is generated within the premises but also the attendant problems of noise that may be made by customers in the vicinity. The disturbance that can be caused by traffic and associated car parking will also be considered

### **Noise from construction sites**

Detailed guidance on assessing noise from construction sites will be found in the most recent British Standard.

### **Noise from recreational and sporting activities**

For these activities (which include open air pop concerts), the Council will take account of how frequently the noise will be generated and how disturbing it will be, and balance the enjoyment of the participants against nuisance to other people. Partially open buildings such as stadia may not be in frequent use. Depending on local circumstances and public opinion, the Council may consider it reasonable to permit higher noise emission levels than they would from industrial development, subject to a limit on the hours of use, and the control of noise emissions (including public address systems) during unsocial hours.

### **Noise from landfill waste disposal sites**

Conditions attached to waste disposal licences generally set limits on the amount of waste, frequency of deliveries and hours of operation, and prescribe screening requirements. These will have indirect effects on the amount of noise generated, but site licence conditions can also relate specifically to noise control in the interests of protecting local amenity. This will be particularly relevant when dealing with sites where the operator is working with the benefit of an Established Use Certificate (as defined in section 36(2) of the Environmental Protection Act 1990) or a planning permission not subject to a noise condition. The Council and waste regulation authorities will consult closely at an early stage when considering the need for specific noise controls to be imposed by appropriate conditions in any planning permission or in the subsequent site licence.

The main sources of noise will be from vehicular movement, tipping operations, and site plant. Appropriate planning or licensing conditions might therefore relate to hours of working; the number and/or capacity of vehicles using the site and their points of ingress and egress; and the provision of acoustic screening.