

<b>Committee:</b>	Planning Policy Working Group	<b>Date:</b>
<b>Title:</b>	Local Plan – Evidence Base Update	19 March 2019
<b>Report Author:</b>	Stephen Miles, Planning Policy Team Leader, 346	<b>Item for decision:</b> No

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## Summary

1. The Council submitted the Local Plan to the Secretary of State in 18 January 2018. The Secretary of State has appointed two Planning Inspectors to examine the Local Plan. Since submission a number of pieces of evidence base have been finished and submitted to the Planning Inspectors. This report provides an update on these pieces of evidence.

## Recommendations

2. That Planning Policy Working Group considers the submitted evidence base.

## Financial Implications

3. The costs associated with the evidence base can be met from the Local Plan forecasted spend for 2018/19.

## Background Papers

4. The evidence base that has been completed and submitted are:
  - a. [The Uttlesford Water Cycle Study – Detailed Update, Stage 2](#)
  - b. [The Updated Heritage Impact Assessment](#)
  - c. [The Stansted to Braintree Rapid Transit System – Preliminary Concept and Feasibility Study](#)
  - d. [The Opportunities for Enhanced Sustainable Transit Systems in the North of Uttlesford Study](#)

## Impact

- 5.

Communication/Consultation	Evidence base is not normally consulted upon. The evidence base has been submitted to the Inspectors appointed to examine the Local Plan.
Community Safety	N/a
Equalities	N/a

Health and Safety	N/a
Human Rights/Legal Implications	The Local Plan is required to be supported by an appropriate evidence base; this will be tested at examination.
Sustainability	The evidence base covers a number of topics that are important to sustainability.
Ward-specific impacts	All
Workforce/Workplace	N/a

## Situation

6. The Council submitted the Local Plan to the Secretary of State on 18 January 2018. The [letter](#) that accompanied the submission material set out a number of items that would follow on after submission.
7. Since submission a number of pieces of evidence base listed as to follow have been finished and submitted to the Planning Inspectors.
8. The evidence base that has been completed and submitted are:
  - a. [The Uttlesford Water Cycle Study – Detailed Update, Stage 2](#)
  - b. [The Updated Heritage Impact Assessment](#)
  - c. [The Stansted to Braintree Rapid Transit System – Preliminary Concept and Feasibility Study](#)
  - d. [The Opportunities for Enhanced Sustainable Transit Systems in the North of Uttlesford Study](#)
9. The Water Cycle Study follows on from the [position statement](#) agreed with the Environment Agency (EA) in June 2018. It develops the Council's and EA's thinking around Wastewater Treatment and Sewerage in the Thames Water area within Uttlesford. Following the report Thames Water have concluded that the public sewer system and Water Recycling Centres will require upgrades to accommodate the proposed development but these upgrades are technically feasible and upgrades will be available on time.
10. The Heritage Impact Assessment (HIA) updates the [Draft HIA](#) that was published in May 2018. The updated version includes an Executive Summary; is clear that the basis for the assessment is a 'red line' assessment that does not take account of any masterplanning work that has been undertaken; and refines the assessment of assets, mitigation measures and associated maps.
11. The 'Stansted to Braintree Rapid Transit System – Preliminary Concept and Feasibility Study' explores the feasibility around the provision of a Rapid Transit System linking Braintree to Stansted Airport. There would the future

potential to extend the system eastwards towards Colchester and westwards towards Bishops Stortford (and beyond). The study comes to a number of initial conclusions around the Rapid Transit System, notably:

- a. A bus-based rapid transit system, incorporating elements of new links, would be most suitable;
- b. It identifies centres that such a system could connect to;
- c. It identifies appropriate phasing to delivery of the system; and
- d. Further work should look at the feasibility of the system by drawing on parallel modelling and planning work being carried out by the North Essex Authorities.

12. Similarly, the ‘Opportunities for Enhanced Sustainable Transit Systems in the North of Uttlesford Study’ explores the opportunities for enhanced sustainable transit systems in the north of Uttlesford. The study identifies three board options, set out below, and suggests further technical evidence is prepared to support the feasibility of sustainable transport systems to inform a Strategic Business Case.

- a. Option 1: Improving connectivity to the proposed Cambridge South East Mass Transit System
- b. Option 2: Extension of the Mass Transit System to Chesterford Research Park via NUGC
- c. Option 3: Extension of the Mass Transit System to Chesterford Research Park via the Wellcome Campus and NUGC

13. There is one further piece of evidence that will be submitted to the Planning Inspectors, which is the Sports Facilities and Recreation Strategy. We anticipate the completion of this study in April.

## Risk Analysis

14.

Risk	Likelihood	Impact	Mitigating actions
The Local Plan is not supported by appropriate evidence base	2 – the examination of the Local Plan will determine the appropriateness of the evidence base	3/4 – if the Local Plan is not supported by appropriate evidence, the Inspectors can pause the examination and ask for any gaps to	These additional pieces of evidence base are to support the Local Plan.

		be filled or the Inspectors can find the plan unsound	
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1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.