

## Late Representations

46 representations were received after the close of consultation. This report sets out new issues raised.

**Stansted Mountfitchet Parish Council's** representation makes the same points as those made by Stansted Mountfitchet Neighbourhood Plan group

## Chapter 2 Spatial Portrait, Vision and Objectives

### Paragraph 2.11

#### Individuals

- The plan is putting a lot of reliance on Stansted Airport being the economic driver for the District and therefore you think you should build all the houses needed for the growth of the Airport. As only 18.3% of the workforce to live in Uttlesford the south of the District is being put under more pressure for housing than needed. The district is usually too expensive for airport workers to live in and affordable housing is needed for our own second generation. It is much healthier for a District to have more than one industry that is dominant.

## Chapter 3 Spatial Strategy

### Policy SP2 – The Spatial Strategy

#### Individuals

- 3 representations from individuals support the strategy of concentrating development in new settlements.
- This policy reads that Stansted Airport should have support at any cost. It needs to be rewritten to reflect the fact that the airport only has permission to go to 35mppa. There is no reference about the environment versus growth.

### Policy SP5 – Garden Community Principles

#### Statutory Consultees and other bodies

**Essex Wildlife Trust** considers that the policy should also include a commitment to Green Infrastructure (GI). The GI masterplan for the whole site should be prepared in advance of the built development masterplan and should provide a coherent, ecologically functional network of linked wildlife habitats and public open spaces across each garden community. There needs to be a firm policy commitment to ensuring no net loss, and preferably a net gain, in biodiversity.

It is good practice for a Local Plan to include specific measurable targets that can be monitored – for example net biodiversity gain targets reflecting local priorities for biodiversity (contributing to national targets as appropriate).

At a strategic level, effective local planning for GI requires a strong evidence base to understand both the risks to GI assets and opportunities for enhancement to enable resilient plans to be developed. The gathering of such data, which should include a clear assessment of baseline data, should be embedded in the Strategic Environmental Assessment (SEA) Environmental Report, which requires a holistic assessment of the environmental impacts of plan policies and possible alternatives. Comprehensive evidence-gathering will help to inform decisions on the type and location of green space required to

complement existing GI, fill gaps, mitigate adverse impacts, and provide additional compensatory measures to ensure a net gain in biodiversity assets and GI.

### **Policy SP6 – Easton Park Garden Community**

#### Statutory Consultees and other bodies

**Essex Wildlife Trust** have serious concerns regarding the potential adverse impacts of the proposed garden settlement at Easton Park on key wildlife corridors, areas of priority habitat and the loss of connectivity for High Wood SSSI. This policy in its current form is potentially unsound. It requires a commitment to ensure no net loss of biodiversity, and preferably a net gain, in line with the NPPF. Our general comments on Policy SP5 apply.

#### Individuals

6 further representation of objection from individuals

### **Policy SP7 – North Uttlesford Garden Community**

#### Statutory Consultees and other bodies

**Strethall Parish Council** objects to the policy.

**Suffolk County Council** suggest that any assessment of the impact of the development on the A1307 route between Cambridge and Haverhill should take into account the cumulative growth on the corridor i.e. existing planned growth from West Suffolk and South Cambridgeshire. It should also be seen in the context of the existing issues on this corridor, including road safety, and full assessment should be made of this, including at the A11/ A1307 junction of Fourwentways. Regard would also need to be given to proposals from the Cambridge City Deal.

**Essex Wildlife Trust** have serious concerns regarding the potential adverse impacts of this proposed garden settlement on the River Cam and surrounding catchment, key wildlife corridors and areas of priority habitat. This policy in its current form is potentially unsound. It requires a commitment to ensure no net loss of biodiversity, and preferably a net gain, in line with the NPPF. Our general comments on Policy SP5 apply.

#### Individuals

23 further representation of objection from individuals

### **Policy SP8 – West of Braintree Garden Community**

#### Statutory Consultees and other bodies

**Essex Wildlife Trust** have serious concerns regarding the potential adverse impacts of this proposed garden settlement at on key wildlife corridors, areas of priority habitat and Local Wildlife Sites, including Bosted Wood. This policy in its current form is potentially unsound. It requires a commitment to ensure no net loss of biodiversity, and preferably a net gain, in line with the NPPF. Our general comments on Policy SP5 apply.

#### Individuals

3 further representation of objection from individuals

### **Policy SP10 – Protection of the Countryside**

#### Individuals

- The Countryside Protection Zone is supported but policy must be respected when determining planning applications

### **Policy SP11 – London Stansted Airport**

### Individuals

- Object to airport parking being considered outside the airport. This could lead agricultural land being turned into car parks. Planning permission was given to another owner on the airport to build a multi storey car park next to Enterprise House some 2 years ago so competition could be intensified on the airport if that company went ahead with their planning permission.

## **Chapter 7 Transport**

### **Policy TA5 – New transport Infrastructure and Measures**

#### Individuals

- Improvements to M11 J8 and to the A120 will only take care of all the houses recently built and permitted.

## **Chapter 9 Design**

### **Policy D2 - Car Parking Design**

#### Individuals

- Object to courtyards or tandem parking as this leads to on street parking which stops the flow of traffic and buses to get through.

## **Chapter 10 Environment**

### **Policy EN9 – Protecting and Enhancing the Natural Environment**

#### Statutory Consultees and other bodies

**Essex Wildlife Trust** considers the policy needs amending to require ecological surveys for nationally and locally designated sites and for protected and priority species. There is a lack of a clear policy statement regarding the protection of Local Wildlife Sites. This omission should be rectified and a clear statement included which recognises and protects these important designated habitats.

Priority should be given to the protection, enhancement and management of areas designated for their special landscape and/or biodiversity importance (within Uttlesford these currently include Sites of Special Scientific Interest, Ancient Semi-Natural/Natural Woodland, and Local Wildlife Sites), ensuring their integrity and increasing their ecological resilience in order to enhance landscape character, protect and increase biodiversity, and establish a coherent ecological network resilient to current and future pressures. Local Plans should identify these areas with clear policy and guidance on what will or will not be permitted and where. Protection of existing high quality habitat such as unimproved grassland and irreplaceable habitats such as ancient woodlands should be prioritised over creating new habitats.

An additional statement should be added to the end of the third paragraph “The aim should be to provide net gains in biodiversity.”

The ultimate aim is the formation of an extensive network of linked GI which provides additional, complementary wildlife habitat, landscape quality and public access, and which buffers key habitats from adverse impacts of developed areas and their associated activities. Owing to habitat loss, some species are almost solely dependent on our built structures to roost or nest. In order to ensure that development integrates and enhances biodiversity within urban environments, planning conditions should require all new developments to provide sites for species that nest or roost in the built environment.

Masterplans should characterise the local habitats and key fauna and flora populations, and should include provision for additional areas of habitat, which reflect locally agreed spatial habitat targets and contribute to national and local biodiversity targets. The master-planning process should also increase biodiversity generally. Masterplans should identify:

- the existing key habitat areas to be protected, restored, enhanced and expanded;
- transitional and supplementary habitats as part of the wider green space resource, sustaining more widespread habitats and species;
- measures for maximising the contribution of the built and historic environment to biodiversity;
- existing access and rights of way provisions that are to be protected, enhanced and expanded without compromising the preceding measures.

## Open Spaces and Trees

### Paragraph 10.32

#### Individuals

- More public open space is needed. Hatfield Forest is overused. Don't see any plans for any more off site country parks or grounds in the plan.

## Policy EN15 - Pollutants

#### Individuals

Light pollution is a problem in rural areas and this policy need to be very strong and make sure that developers adhere to it.

## Chapter 12 – Residential Site Allocations

### Littlebury

Additional / Alternative site(s) proposed

Site	Capacity	Area (ha)	SHLAA reference
Land between Station Road and Cambridge Road Littlebury	30	0.8	New
Littlebury is in close proximity to Great Chesterford and Audley End railway stations. There is also a bus service. Littlebury is within close proximity of the B1383 and the A11 and M11. The site is bounded by residential development to the south and the B1383 to the east. The site is located in flood zone 1.			

### Takeley

Allotion: Land between Coppice Close and Hillcroft, south of B1256 Takeley Street, Takeley  
Individuals

- Object to allocation as area in is the CPZ, surrounded by listed buildings and backs onto the Forest.

### Wendens Ambo

Additional/alternative site(s) proposed

Site	Capacity	Area (ha)	SHLAA reference
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Land north of Station Road and west of London Road Wendens Ambo	15	0.8	01Wen15 (proposed for employment)
<p>The site is free from any physical constraint; it is located within Flood Zone 1 and has minor alteration in ground levels. The site is well screened by a belt of trees to the south and east. The village has a range of amenities and services and has excellent transport links being served by two bus services and the railway station. The village is in close proximity to junctions on the M11.</p>			

## **Appendix 2 – Monitoring Framework**

### Individuals

- Objective 2c Stansted Airport: the wording is different to the other paragraphs dealing with airport matters. The wording must be consistent through the document.