

**Uttlesford District Council**

# **Infrastructure Delivery Plan**

## **Baseline Review of Infrastructure Context**

**Final report**  
Prepared by LUC  
December 2021



**Uttlesford District Council**

**Infrastructure Delivery Plan**  
**Baseline Review of Infrastructure Context**

**Project Number**  
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# Chapter 1

## Introduction

This chapter sets out the purpose and structure of this report and summarises national policy for infrastructure planning.

### Purpose of this report

**1.1** Uttlesford District Council has commissioned LUC and Navigus Planning to prepare an Infrastructure Delivery Plan (IDP) which will support the council's emerging Local Plan. The Local Plan is at an early stage, with the quantum growth and the spatial strategy yet to be defined.

**1.2** This document provides the baseline context for infrastructure in Uttlesford District Council, based on literature review and initial consultation with infrastructure providers at workshops.

### Structure of this report

**1.3 Chapter one** (this chapter) sets out the scope of the IDP, how it relates to national planning policy and guidance and the way in which it supports the local plan process.

**1.4 Chapter two** sets out the development context of Uttlesford, including a review of planned development and strategic infrastructure proposals in the surrounding areas.

**1.5 Chapter three** sets out the infrastructure baseline on a topic-by-topic basis. This includes a review of the current context, key delivery organisations, funding and critical issues and implications emerging from the climate change and ecological crises, responding to growth pressures and the Covid-19 Pandemic.

**1.6 Appendix A** includes a settlement-based facilities assessment undertaken by Uttlesford District Council.

## National policy and guidance

### National policy

**1.7** The National Planning Policy Framework (NPPF)<sup>1</sup> sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to describe what this means in terms of plan making, setting out that all plans should “*promote a sustainable pattern of development that seeks to: meet the development needs of their area; **align growth and infrastructure**; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects*” (our emphasis in bold text).

**1.8** Further to this, the NPPF states at paragraph 20 that local planning authorities should include strategic policies which make sufficient provision for:

*"b) **infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);***

*c) **community facilities (such as health, education and cultural infrastructure).***

*d) **conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.**"* (our emphasis in bold text).

### National Guidance

**1.9** Further advice is contained in the National Planning Practice Guidance (NPPG):

"At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and

- take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas"<sup>2</sup>.

**1.10** This IDP brings together the key infrastructure baseline in relation to all of the relevant matters as set out in the paragraphs of the NPPF and NPPG quoted above. As the Uttlesford Local Plan develops and spatial options are considered and eventually determined, this IDP will be further developed to consider the infrastructure needs of proposed growth, how these will be delivered and by when.

## Scope of this assessment

**1.11** The assessment covers the following types of infrastructure:



### Transport and the Public Realm

Including road, rail, walking and cycling



### Education

Including early years and childcare, schools (primary and secondary, further and higher education)



### Green infrastructure, open space and sports

Including all areas of green infrastructure such as nature reserves, open spaces as well as sports indoor and outdoor provision

<sup>1</sup> Ministry of Housing, Communities and Local Government (2021) National Planning Policy Framework [online]. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>2</sup> Ministry of Housing, Communities and Local Government (2019) National Planning Practice Guidance Paragraph: 059 Reference ID: 61-059-20190315 [online]. Available at: <https://www.gov.uk/guidance/plan-making>



**Health and social wellbeing**

Including healthcare such as GPs, hospitals, adult social care and other health centres



**Utilities**

Electricity, Gas, Water supply and treatment as well as telecommunications including broadband



**Waste management**

Including collection and disposal



**Flooding and Drainage**

Including flood defence and surface water drainage infrastructure



**Community**

Including cultural and community infrastructure, including community and youth centres and libraries



**Emergency Services**

Including Ambulance, Fire and Police

**Methodology**

**1.12** This IDP document has been produced following a literature review and two workshops with stakeholders, which took place on 23 June and 1 July 2021.

**Supporting the emerging Uttlesford local plan**

**1.13** This document supports the emerging local plan by setting out the current baseline and the critical issues and implications which are likely to emerge over the plan period (to 2040) and beyond.

**1.14** It is important to note that this document has been prepared at an early stage of the local plan development, and there are numerous topic specific evidence bases which have been commissioned (but not completed) which will inform future iterations of this report. As such, future iterations of the IDP will take account of these evidence bases, allowing a more detailed analysis and explanation of infrastructure issues and proposals.

**1.15** As the spatial distribution of development emerges, specifically the sites which are likely to come forward and their scale, future iterations of the infrastructure delivery plan will set out the infrastructure requirements, how these will be funded, delivered and by what timescale.

## **Chapter 2**

### **The Uttlesford IDP Context**

**This chapter outlines the context, including anticipated growth, a review of the emerging development strategy and a strategic overview of growth proposed in the surrounding areas, including key cross-border infrastructure projects.**

**2.1** Uttlesford is a rural district with a dispersed settlement pattern. Saffron Walden is the largest settlement in the district, with a population of approximately 17,000. The next most populated settlements are Great Dunmow (10,000 residents) Stansted Mountfitchet (6,500 residents) and Takeley (5,000 residents). Stansted Airport in the southwest of the district and is of local, regional and international significance. Takeley makes best use of these due to its close proximity.

**2.2** Uttlesford District Council Officers have undertaken a facilities assessment which sets out the number of facilities available in each settlement. This is included at Appendix A.

**2.3** The dispersed nature of the existing population and development in Uttlesford influences infrastructure provision and how people access facilities. Many settlements do not have the critical mass to sustain a large number of facilities and this is evidenced from the facilities assessment included at Appendix A. The implications of this are that people must travel outside the settlements where they live to access services, facilities and also employment opportunities. Due to the rural and dispersed nature of Uttlesford and the current infrastructure provision, the quickest and most convenient way to do this is by private car.

**2.4** In order to help address the zero carbon and health emergencies, it is recommended that the focus must be shifted away from the private car to more active and sustainable modes of travel. Reducing the need to travel through alignment of growth and infrastructure and employment opportunities, and provision of higher internet speeds is strongly recommended. For the journeys that must



be made, switching to more sustainable modes will be key. Within the larger settlements and those along the A120, public transport has the greatest potential to deliver this shift. In the smaller settlements, cycling, particularly with the use of e-bikes, is likely to offer the greatest potential to achieve the switch to more sustainable modes.

**2.5** It is therefore considered that focussing growth to settlements with existing facilities and services, plus a significant shift towards funding internet connectivity, new public transport and long-range cycle routes which are mostly traffic free will be required to deliver the zero-carbon agenda.

### Growth within Uttlesford

**2.6** Current commitments (sites which have at least attained outline planning permission) provide for a total of 3,284 dwellings between 2020/21 and 2032/33<sup>3</sup>. As these have permission, infrastructure contributions have already been agreed in relevant legal agreements and as such further contributions cannot be taken. A further 700 dwellings are anticipated to come forward as windfall over this time (70 dwellings per year), although this is anticipated to be increased to 2,280 (114 dwellings per year)<sup>4</sup>. The location of these is uncertain as, by its nature, windfall development is not strategically planned for and happens spontaneously within an area. The majority of this is likely to be smaller schemes rather than strategic provision. Infrastructure needs and development contributions will therefore be calculated on a case by case basis through the development management process.

**2.7** The new local plan will review and update the total amount of growth required within the district. A paper setting out the draft housing requirement for the district was taken to Uttlesford District Council's Local Plan Leadership Group on 24 June 2021<sup>5</sup>. This sets out that in accordance with the Governments Standard Methodology on housing requirement calculation<sup>6</sup>, a minimum housing need of 706 dwellings per annum would be required in Uttlesford. It is important to note that this figure may change as a result of new evidence and information. An increase to this figure by 15-20% is recommended by officers to provide a buffer so that the plan is able to flexibly react to changing circumstances. The Council's latest five-year supply statement demonstrates that as of April 2020 there was a supply of 4,020 homes expected to be delivered post 2020. This means that the Council is likely to be

required to identify around a further 12,900 homes to meet the potential housing requirement. It will be vital that growth in the emerging local plan is accompanied by infrastructure that not only underpins a high quality of life and wellbeing, but that plays a central role in meaningfully tackling 21st century challenges.

### The emerging development strategy

**2.8** A paper setting out the preliminary outline spatial strategy (POST) was taken to the Local Plan Leadership Group on 29 July 2021<sup>7</sup>. The POST is largely informed by the current context of Uttlesford and recognises that in order to make sure that new development in Uttlesford can be best served by infrastructure, it should be focussed around the existing infrastructure networks – making use of what is there already.

**2.9** The POST sets out that the spatial strategy should support sustainable development (including economic growth) concentrated on existing town centres, larger villages and in the vicinity of Stansted Airport and Chesterford Research Park. It sets out that new communities may need to form an element of the growth strategy and that if provided they should also seek opportunities to maximise links to existing infrastructure (including sustainable transport infrastructure). These opportunities are best realised in proximity to transport hubs and networks that would best be able to handle large numbers of trips – including the most well-used stations on the West Anglia Line railway, Stansted Airport, M11, A120, and to a lesser extent the B1383 and B1256.

**2.10** This distribution of growth, specifically in relation to the sites which will come forward will be considered in future iterations of the IDP once more information is available in relation to sites.

### Strategic overview of growth in the surrounding areas and key cross border infrastructure projects

#### Surrounding context

**2.11** Infrastructure capacity and requirements within Uttlesford will be affected by housing and economic growth in surrounding areas. Strategically, this includes:

<sup>3</sup> Based on Uttlesford District Council Monitoring dated April 2020

<sup>4</sup> Based on discussions with Uttlesford District Council Officers and <https://uttlesford.moderngov.co.uk/documents/g5809/Public%20report%20pack%2024th-Jun-2021%2019.00%20Local%20Plan%20Leadership%20Group.pdf?T=10>

<sup>5</sup>

<https://uttlesford.moderngov.co.uk/documents/g5809/Public%20report>

[s%20pack%2024th-Jun-2021%2019.00%20Local%20Plan%20Leadership%20Group.pdf?T=10](https://uttlesford.moderngov.co.uk/documents/s%20pack%2024th-Jun-2021%2019.00%20Local%20Plan%20Leadership%20Group.pdf?T=10)

<sup>6</sup> <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

<sup>7</sup>

<https://uttlesford.moderngov.co.uk/documents/s24603/Local%20Plan%20Preliminary%20Outline%20Strategy.pdf>

- the influence and reach of the London City Region, especially along the London Stansted Cambridge Innovation corridor;
- the Ox-Cam Spatial Plan, currently in preparation. This will set out growth requirements and strategic infrastructure provision for this area (to the north of Uttlesford), including the proposed East-West rail link; A strategic plan is also being drawn up between South Cambridgeshire and Cambridge City, reflecting the interrelationship between these districts. Significant growth is likely to come forward south of Cambridge, close to the Uttlesford boundary;
- the A120 Haven Gateway growth corridor and within this the preparation of a strategic 'section one' plan for the North Essex Authorities, setting out significant growth ambitions;
- the South West Herts Strategic Plan – a joint spatial plan covering Dacorum District, St Albans City and District, Three Rivers District and Watford Borough. This plan is at a very early stage but given it covers such a significant area, will include a number of strategically significant developments. This will be informed by the Hertfordshire infrastructure planning partnership – a partnership of planning/transport portfolio holders and heads of planning from the eleven councils in Hertfordshire as well as representation from Herts Local Enterprise Partnership.
- major developments planned in the Gilston area north of Harlow and major developments planned north of Bishop's Stortford.

### Growth in neighbouring councils

**2.12** The neighbouring district councils are at different stages of local plan preparation, with some councils having local plans which are more recently adopted than others. A summary of the neighbouring District Councils' local plans is provided in **Table 2.1**.

Table 2.1: Summary of growth requirements in surrounding districts

Local authority / Relevant plan	Extant housing requirement	Emerging housing requirement (if there is an emerging plan)	Extant employment requirement	Emerging employment requirement (if there is an emerging plan)
Braintree – North Essex Section 1 Local plan (2021). Plan period: 2013-2033.	14,320		Between 20.9 and 43.3 Hectares (Ha) of employment land	
South Cambridgeshire - The South Cambridgeshire Local Plan <sup>8</sup> (2018). Plan period: 2011-2031.	19,500		22,000 jobs	
Cambridge - The Cambridge Local Plan <sup>9</sup> (2018). Plan period: 2011-2031.	35,773		22,100 jobs	
Emerging Greater Cambridge Shared Plan (South Cambridgeshire and Cambridge Joint Spatial Plan) <sup>10</sup> . Plan period: to 2040		44,400		58,500 jobs
East Hertfordshire - East Hertfordshire Local Plan <sup>11</sup> (2018). Plan period: 2011-2033.	18,458		10,800 jobs	
Epping Forest – Epping Forest Local Plan 1998 <sup>12</sup> as amended by Local Plan Alterations (2006). Plan period: 1996-2011. Likely to be replaced by Epping Forest District Local Plan Submission Version (2017) <sup>13</sup> .	2,400	11,400		10,800 jobs

<sup>8</sup> <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

<sup>9</sup> <https://www.cambridge.gov.uk/local-plan-2018>

<sup>10</sup> <https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals>

<sup>11</sup> <https://www.eastherts.gov.uk/planning-building/planning-policy/east-herts-district-plan-2018>

<sup>12</sup> <https://www.efdclocalplan.org/wp-content/uploads/2017/12/Combined-Policies-of-Epping-Forest-District-Local-Plan-1998-and-Alternations-2006-published-2008.pdf>

<sup>13</sup> <https://www.efdclocalplan.org/local-plan/consultation-on-main-modifications/>

Local authority / Relevant plan	Extant housing requirement	Emerging housing requirement (if there is an emerging plan)	Extant employment requirement	Emerging employment requirement (if there is an emerging plan)
Plan period: 2011-2033.				
Chelmsford Local Plan <sup>14</sup> (2020). Plan period: 2016 – 2036.	180,000 (8,980 per annum)		16,675 new jobs	
Emerging North Hertfordshire – Local Plan <sup>15</sup> . Plan period: 2011-2031.		13,000		32,000 Ha of employment land
Harlow - Harlow Local Plan <sup>16</sup> (2020). Plan period: 2011-2033.	9,200		18 to 20 Ha of employment land	

<sup>14</sup> <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-new-local-plan/new-local-plan/adopted-local-plan/>

<sup>15</sup> <https://www.north-herts.gov.uk/home/planning/planning-policy/local-plan> including 2016 Proposed submission local plan for economic figures and Schedule of Further Proposed Modifications to the North Hertfordshire Local Plan 2011-2031 for housing requirements.

<sup>16</sup> <https://www.harlow.gov.uk/planning-and-building-control/planning-policy/harlow-local-development-plan/harlow-local>

### Key infrastructure coming forward in neighbouring districts

The infrastructure plans in surrounding districts have been reviewed in relation to strategic infrastructure which may have cross boundary implications affecting Uttlesford. This is summarised in **Table 2.2**. This is not an exhaustive list but includes the most strategic, high level schemes which have the greatest potential to affect residents and employees in Uttlesford.

**Table 2.2: Infrastructure projects in neighbouring areas with potential implications for Uttlesford**

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Greater Cambridge (a joint plan being prepared by South Cambridgeshire and Cambridge City Councils)	Transport	<b>Cambridge South station</b> The new station is proposed to be located adjacent to the Guided Busway and will provide a new transport choice available to patients, visitors and employees when travelling to and from the Cambridge Biomedical Campus <sup>17</sup> . The station will improve Uttlesford residents access to south Cambridge.
Greater Cambridge (a joint plan being prepared by South Cambridgeshire and Cambridge City Councils)	Transport	<b>A10 improvements</b> The A10 is located near the north-western boundary of Uttlesford and may be used by some residents for journeys north. It is subject to two projects, the Cambridge and Peterborough Combined Authority's (CPCA) A10 dualling and the Greater Cambridge Partnership's Waterbeach to Cambridge Better Public Transport project. The CPCA has consulted on the options for dualling the A10 and submitted a strategic outline business case in August 2020 <sup>18</sup> . Improvements to this route may result in less demand on routes which are likely to be used by Uttlesford residents travelling northbound including the M11, A1301, A1307.
Greater Cambridge (a joint plan being prepared by South Cambridgeshire and Cambridge City Councils)	Transport	<b>Cambridge South East Transport</b> This project aims to provide better public transport, walking and cycling options for those who travel in the A1307 and A1301 area, improving journey times and linking communities and employment sites in the area south east of Cambridge. Following consultation of the Phase 2 proposals, a preferred route and location for a Travel Hub has been agreed. This project is now subject to preparation of a full EIA for its next stage <sup>19</sup> . This is likely to improve journey times for those travelling between Cambridge and Uttlesford.
Greater Cambridge (a joint plan being prepared by South Cambridgeshire and Cambridge City Councils)	Water supply	<b>South Lincolnshire Reservoir and new pipeline</b> In order to address water scarcity issues in Cambridgeshire and the East of England more generally Anglian Water are developing proposals to construct a new reservoir in South Lincolnshire and 500km of pipeline linking this to Uttlesford and other destinations in east Essex <sup>20</sup> .

<sup>17</sup> <https://greatercambridgeplanning.org/media/1426/gclp-strategic-spatial-options-assessment-infrastructure-delivery-plan-nov2020.pdf>

<sup>18</sup> <https://greatercambridgeplanning.org/media/1426/gclp-strategic-spatial-options-assessment-infrastructure-delivery-plan-nov2020.pdf>

<sup>19</sup> <https://greatercambridgeplanning.org/media/1426/gclp-strategic-spatial-options-assessment-infrastructure-delivery-plan-nov2020.pdf>

<sup>20</sup> <https://greatercambridgeplanning.org/media/1426/gclp-strategic-spatial-options-assessment-infrastructure-delivery-plan-nov2020.pdf>

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Braintree	Transport	<p><b>A120 Braintree to A12</b></p> <p>In 2018, ECC announced its favoured route option (D) for an upgraded dualled A120 between Galleys Corner on the south-eastern edge of Braintree, to a junction with the A12 south of Kelvedon. The scheme is identified as a 'pipeline project' in RIS2 (2020 – 2025) and will undergo more analysis and design work by National Highways ahead of being considered for potential future investment and inclusion in RIS3 (2025 – 2030).</p> <p>This will provide additional capacity and improve safety and resilience along the A120 and will reduce journey times and congestion when travelling between Uttlesford and destinations to the east such as Kelvedon, Witham, Colchester and Clacton on Sea.</p>
Braintree	Transport	<p><b>A120 Millennium Way Slips</b></p> <p>A planning application was approved in August 2020 to provide a pair of slip roads to connect the A120 eastbound carriage to Millennium Way (B1018) northbound; and Millennium Way northbound and southbound to the A120 westbound carriage. These will provide direct access on and off the A120 to and from the west removing the need to utilise Galleys Corner Roundabout (as existing). The development is designed to relieve traffic congestion at Galleys Corner Roundabout as a medium-term solution, in advance of a longer-term and separate improvement scheme for the A120 that National Highways are currently progressing. The scheme has also been designed to work alongside both the existing and wider vision for the A120. Subject to the completion of detailed design construction could commence in 2023.</p>
Braintree, Colchester and Chelmsford	Transport	<p><b>A12 Chelmsford to A120 widening scheme</b></p> <p>This is a committed and funded scheme in RIS 1 and 2 involving the widening the A12 between Chelmsford (junction 19) and the A120 Marks Tey interchange (junction 25) to three lanes including new and upgraded junctions<sup>21</sup>. This project will reduce traffic congestion by increasing capacity; improve safety and resilience and make improvements for walkers, cyclists, horse riders and public transport. The scheme is likely to improve journey times when travelling between Uttlesford and destinations to the east, by reducing congestion affecting the A120 with local traffic using the A12. Surveys and ground investigations are currently being undertaken and, subject to funding, work is due to begin in 2023-24. The road is planned to be open for traffic in 2027/2028. The scheme takes into account evolving proposals for the A120 Braintree to the A12 scheme.</p>
Braintree	Transport	<p><b>Improvements to the Mark Farm Roundabout on the A120/A131 junction east of Braintree<sup>22</sup></b></p> <p>This will increase capacity at the junction and significantly reduce queues and delays on the A131. The existing delay at Marks Farm results in vehicles diverting through Braintree urban area. The proposed improvement at Marks Farm roundabout will lead to the principal road network being more attractive than Broad Road and lead to the re-distribution of traffic currently using Broad Road as a 'rat-run'. This scheme will improve journey times for travel between Uttlesford and destinations in east Braintree.</p>

<sup>21</sup> <https://www.braintree.gov.uk/downloads/file/3260/bdc058-infrastructure-delivery-plan-update-june-2021>

<sup>22</sup> <https://www.braintree.gov.uk/downloads/file/3260/bdc058-infrastructure-delivery-plan-update-june-2021>

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Braintree	Education	<p><b>Secondary education</b></p> <p>The removal of the anticipated ‘West of Braintree’ garden community will require a new strategy for the provision of secondary education in Braintree<sup>23</sup>. The Braintree IDP sets out that the growth proposed in the Section 1 plan can be accommodated, however this only goes only to 2033, so this issue is likely to arise in the longer term. The flow of pupils between Uttlesford and Braintree may be a factor worth considering in terms of planning new provision.</p>
Braintree	Health	<p><b>Great Notley Health Centre</b></p> <p>A new health facility is proposed to serve the needs of Great Notley, but will also serve the needs of Chelmsford – the location of which is undecided and may be in either Great Notley or Chelmsford City Council area<sup>24</sup>. It is likely given the geographic relationship that residents in south Uttlesford may also use this facility.</p>
Chelmsford	Transport	<p><b>Radial Distributor Road (RDR1) and junction improvements</b></p> <p>As part of the approved development at Beaulieu Park and Channels a new link road (RDR1) is being built between Essex Regiment Way (A130) and junction 19 of the A12 and is expected to be completed around Autumn 2022<sup>25</sup>. As part of this project the following additional improvements are also being undertaken:</p> <ul style="list-style-type: none"> <li>■ Improvements along Essex Regiment Way (the A130) to create a sustainable transport corridor largely funded by the new Chelmsford Garden Community.</li> <li>■ Capacity improvements along Colchester Road, between White Hart Lane roundabout and Drivers Way roundabout, have been implemented.</li> </ul> <p>This project will improve connectivity between Chelmsford, Braintree and destinations along the A12.</p>

<sup>23</sup> <https://www.braintree.gov.uk/downloads/file/3260/bdc058-infrastructure-delivery-plan-update-june-2021>

<sup>24</sup> <https://www.braintree.gov.uk/downloads/file/3260/bdc058-infrastructure-delivery-plan-update-june-2021>

<sup>25</sup> <https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allid=1124102>

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Chelmsford	Transport	<p><b>Chelmsford North East Bypass</b></p> <p>This will provide a key strategic missing link in the Essex road network on the A131, and will increase highway capacity and reduce journey times from Chelmsford to Braintree and onwards to Uttlesford. Phase 1 is planned to be operational in 2024. Additional highway infrastructure is also required associated with this project<sup>26</sup>. This includes:</p> <ul style="list-style-type: none"> <li>■ Phase 1 involves the online dualling of the existing A131 Braintree Road between Deres Bridge and a new roundabout at Chatham Green. A new single carriageway will connect to the Beaulieu Park Radial Distributor Road (RDR1), which has largely been completed. An intermediate roundabout for future connection into the Chelmsford Garden Community (CGC) and second distributor road (RDR2) will be provided along with the construction of new roundabout at Chatham Green and CGC RDR2 junction.</li> <li>■ Phase 2 involves the future creation of the southbound dual carriageway created by adding additional southbound carriageway. Chelmsford Garden Community junction will be upgraded and expanded creating slip roads with new dual carriageway below. Extended dual carriageway towards the A12 at Boreham Interchange with an additional new junction near Beaulieu Station.</li> </ul> <p>This project will provide a strategic link between Chelmsford, Braintree, London Stansted Airport and the wider area including easier access to the upgraded A12</p>
Chelmsford	Transport	<p><b>Beaulieu Park rail station</b></p> <p>A new railway station directly serving the Beaulieu Park development in North Chelmsford<sup>27</sup>. This will help to reduce the need to travel to, and alleviate pressure at the current Chelmsford and Witham stations. The scheme will include a passing loop enabling trains to pass each other at the station to improve reliability of the whole GEML. A transport interchange will connect to new and existing bus, footway and cycling networks, encouraging sustainable travel to the station and for onward travel. This work will be undertaken by Network Rail and is estimated to be operational by 2025/26.</p>

<sup>26</sup> <https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allid=1124102>

<sup>27</sup> <https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allid=1124102>



District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Chelmsford	Transport	<p><b>Great Eastern Mainline Investment Programme</b></p> <p>The Great Eastern Main Line Study (July 2019) further endorsed the Anglia Route Study (2016) recommendations regarding the need for the following projects to be further investigated to potentially provide railway capacity improvements<sup>28</sup>, including:</p> <ul style="list-style-type: none"> <li>■ upgrading overhead cables;</li> <li>■ Bow Junction reconfiguration;</li> <li>■ increase of line speeds between London Liverpool Street and Norwich;</li> <li>■ replacement of existing rolling stock to increase capacity (including on the Southminster Line);</li> <li>■ increases to track capacity north of Chelmsford.</li> </ul> <p>This work is being undertaken by Network Rail at a cost of £476m and will also improve the infrastructure for Uttlesford residents accessing London Liverpool Street.</p>
Chelmsford	Water treatment	<p><b>The Water Recycling Centre (WRC) at Great Leighs</b></p> <p>This has been identified as requiring enhancement to treatment capacity and/or site related mitigation measures<sup>29</sup>. This will impact on development at Great Leighs/Moulsham Hall in north Chelmsford. Costs are unknown at present, but it is likely that it will be funded through the Asset Management Plan (AMP).</p>
Epping Forest	Transport	<p><b>Creation of a new Junction on the M11 (junction 7a)</b></p> <p>Construction began in 2020 and will be complete by 2022<sup>30</sup>. A new link road is also provided as part of this project, linking to Harlow. This will improve journey times for vehicles travelling between Uttlesford and Harlow.</p>
Epping Forest	Transport	<p><b>Increased Rail Capacity</b></p> <p>Additional rail capacity through longer carriages (funded by Network Rail) are to be provided for journeys into London<sup>31</sup>. This will also improve capacity for Uttlesford residents travelling to London and destinations nearby.</p>
East Hertfordshire	Transport	<p><b>East Herts Rapid Transport System</b></p> <p>A new rapid transport system linking Hemel Hempstead in the west to Harlow and then potentially on to Stansted Airport. This will improve connectivity westwards through Harlow and into Hertfordshire<sup>32</sup>.</p>

<sup>28</sup> <https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=1124102>

<sup>29</sup> <https://www.chelmsford.gov.uk/EasySiteWeb/GatewayLink.aspx?allId=1124102>

<sup>30</sup> Essex Highways (2021) M11 Junction 7a [online]. Available at: <https://essexhighways.org/m11-junction-7a>

<sup>31</sup> Epping Forest (2017) Infrastructure Delivery Plan [online]. Available at: <https://www.eppingforestdc.gov.uk/wp-content/uploads/2019/05/6Jun17-Report-on-IDP.pdf>

<sup>32</sup> Hertfordshire County Council (2021) Introducing the Hertfordshire - Essex Rapid Transit (HERT) [online]. Available at: <https://www.hertfordshire.gov.uk/about-the-council/news/news-archive/hertfordshire-essex-rapid-transit>

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
East Hertfordshire	Education	<p><b>Expanded and new secondary schools in Bishop’s Stortford</b></p> <p>The permitted development to the north of Bishop’s Stortford includes a new secondary school (6FE). The Bishop’s Stortford South development includes land for a 6FE secondary school that can be expanded to 8FE when there is demand<sup>33</sup>. Whilst the cross-boundary movements between Uttlesford and Bishop’s Stortford are not known this may affect high school provision requirements in the west of Uttlesford, particularly at Forest Hall School in Stansted Mountfitchet.</p>
East Hertfordshire	Education	<p><b>Secondary school expansion in Leventhorpe</b></p> <p>Leventhorpe School in Sawbridge is currently considering a project to expand by 2FE<sup>34</sup>. Whilst the cross-boundary movements between Uttlesford and Bishop’s Stortford are not known this may affect high school provision requirements in the west of Uttlesford, particularly at Forest Hall School in Stansted Mountfitchet.</p>

**2.13** As can be seen, there are a significant amount of infrastructure projects coming forward in the surrounding area which have the potential to benefit residents and employees in Uttlesford.

<sup>33</sup> East Herts Council (2017) Infrastructure Delivery Plan [online]. Available at: [https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/IDM.001\\_Infrastructure\\_Delivery\\_Plan.pdf](https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/IDM.001_Infrastructure_Delivery_Plan.pdf)

<sup>34</sup> East Herts Council (2017) Infrastructure Delivery Plan [online]. Available at: [https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/IDM.001\\_Infrastructure\\_Delivery\\_Plan.pdf](https://cdn-eastherts.onwebcurl.com/s3fs-public/documents/IDM.001_Infrastructure_Delivery_Plan.pdf)

## Chapter 3

### Infrastructure Baseline

This chapter describes the current infrastructure provision within Uttlesford.

**3.1** This chapter covers the following topics:

- Transport and the public realm;
- Education;
- Green infrastructure, open space and sports;
- Health and Wellbeing;
- Utilities;
- Waste management;
- Flooding and drainage;
- Community; and
- Emergency services;

**3.2** A summary of the critical issues and implications arising in relation to climate change and the ecological crisis is also provided.

### Transport and the public realm

#### Overview

**3.3** As set out in chapter two, the district has a dispersed settlement pattern, with a network of relatively small settlements. The need to travel between settlements to access a range of services and employment opportunities results in higher levels of car ownership and use compared to the national average<sup>35,36</sup>. Residents in Uttlesford also travel further to work, compared to the residents of other districts in Essex<sup>37</sup>.

**3.4** The district's main transport corridor runs north / south, and includes the M11 motorway and West Anglia Rail Line.

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<sup>35</sup> WYG (2016) Uttlesford Local Plan Transport Study [online]. Available at: <https://uttlesford.moderngov.co.uk/Data/Planning%20Policy%20Working%20Group/201706221900/Agenda/Document%204.pdf>

<sup>36</sup> Uttlesford District Council (2014) Uttlesford cycling strategy [online]. Available at: [https://www.uttlesford.gov.uk/media/4604/Uttlesford-Cycling-Strategy-October-](https://www.uttlesford.gov.uk/media/4604/Uttlesford-Cycling-Strategy-October-2014.pdf)

[2014/pdf/The\\_Uttlesford\\_Cycle\\_Strategy\\_PDFa.pdf?m=637031088129270000](https://data.essex.gov.uk/dataset/20kr8/greater-essex-growth-and-infrastructure-framework-20162036)

<sup>37</sup> Aecom (2017) Greater Essex Growth and Infrastructure Framework 2016-2036 [online]. Available at: <https://data.essex.gov.uk/dataset/20kr8/greater-essex-growth-and-infrastructure-framework-20162036>

These provide access to Cambridgeshire, Peterborough and Bury St Edmunds to the north and Harlow and London to the west and South. Settlements in the east of the district are more remote from this main transport corridor, with access to the M11 being only available in the south-west of the district and beyond the north-west extremities of the District. The B3183 also provides a key north-south link in the district.

**3.5** In the south of the district the A120 trunk road is the main strategic east-west highway corridor and provides access to and intersects with the M11 at Junction 8. This route provides dual carriageway access to Braintree to the east and single carriageway access further eastwards towards Colchester, Harwich and Felixstowe via the A12.

**3.6** Stansted Airport lies at the junction of the M11, West Anglia Rail Line and A120, and as such benefits from a high level of strategic accessibility. As the third busiest airport in the UK it is a destination for a significant amount of people, both passengers and workers, and is therefore a significant trip generator.

### Topic specific context

#### Air travel

**3.7** London Stansted is located in the south west of the district and is a major international gateway to the UK. The airport brings significant economic opportunity to the district and surrounding areas. The airport has recently been granted planning permission to expand to 43 million passengers a year (an increase of 8 million over the previously consented position).

**3.8** Audley End and Rayne airfields provide for aviation activities but do not serve commercial passenger services.

#### The rail network

**3.9** The existing Essex rail network is primarily radial from London, with no direct east-west link. Passenger services are provided by private sector operators, under franchises agreed with the Strategic Rail Authority and the Department for Transport<sup>38</sup>.

**3.10** Services currently run from six railway stations on the West Anglia Rail Line which are all managed by Abellio, the Train Operating Company (TOC) for the Greater Anglia Franchise<sup>39</sup>. The line runs north-south and stations serve

Great Chesterford, Audley End, Newport, Elsenham, Stansted Mountfitchet and Stansted Airport. Service frequencies differ between stations, with Audley End providing faster, less frequently stopping trains between Cambridge and Liverpool Street Station in London. Rail stations just outside the district are also important such as Whittlesford Parkway and Bishop's Stortford, as these also offer faster train services.

**3.11** The line facilitates three routes: the Stansted Express which connects London Liverpool Street directly with Stansted Airport; the West Anglia route which connects all stations in Uttlesford (except for Stansted Airport) to London, Cambridge and Bury St Edmunds; and the Regional route which runs between Stansted Airport and towns such as Peterborough and Norwich to the north. The Anglia Route Study<sup>40</sup> examines options to improve the railway in East Anglia, setting out a long term strategy to meet growing passenger and freight demand on the railway from 2019 and beyond. This strategy sets out that there will be a need to provide further capacity for approximately 1,000 passengers by 2023 and 2,100 by 2043 in the peak hour on the Cambridge and Stansted Airport services into London Liverpool Street. On suburban services further capacity for 1,700 passengers by 2023 and an additional 4,200 passengers by 2043 will be required. In an Uttlesford context, this means that by 2023, in the morning peak for journeys into London Liverpool Street, all seats are full south of Audley End. New capacity is proposed to relieve this pressure, the strategy sets out that by 2043 seats will be available (albeit up to 85% taken) in 2043 due to the capacity increases.

**3.12** From 2023 the management of railways will be undertaken by a new public body called Great British Railways<sup>41</sup>. This body will integrate the railways, owning the infrastructure, collecting fare revenue, running and planning the network, and setting most fares and timetables. The purpose of this reform is to deliver improvements to ticketing, timetables and capacity. As this change has been announced recently it is unclear at this stage what the direct implications will be in Uttlesford.

#### The bus network

**3.13** ECC is the local transport authority covering Uttlesford. In Uttlesford, the commercial operators decide in the first instance which routes to operate. ECC's role is to commission services to fill any gaps in provision not provided by the

<sup>38</sup> Essex County Council (2006) Essex Rail Strategy [online] Available at: <https://assets.ctfassets.net/knkzaf64jx5x/1rBdsfuF3TqDrI0nZL7YGB/1c517d20ad394a0b32f8fef2d3808242/rail-strategy.pdf>

<sup>39</sup> HM Government (2016) East Anglia Rail Franchise Agreement [online]. Available at: <https://assets.publishing.service.gov.uk/government/uploads/system/u>

[loads/attachment\\_data/file/1007702/east-anglia-franchise-agreement-v5-8.pdf](https://assets.ctfassets.net/knkzaf64jx5x/1rBdsfuF3TqDrI0nZL7YGB/1c517d20ad394a0b32f8fef2d3808242/rail-strategy.pdf)

<sup>40</sup> Network Rail (2016) West Anglia Main Line Long Term Study [online] Available at: <https://www.networkrail.co.uk/wp-content/uploads/2016/12/Anglia-Route-Study-March-2016.pdf>

<sup>41</sup> HM Government (2021) Great British Railways: for the passenger [online]. Available at: <https://www.gov.uk/government/news/great-british-railways-for-the-passenger>

market. Bus services in Uttlesford are provided both commercially and with financial support from the councils and developer contributions, however it is important to note that bus services have been seriously affected by the pandemic and have received significant public funding to maintain the financial position of operators.

**3.14** The fact that the majority of the District is very rural makes it difficult to deliver commercially viable and attractive bus services to all settlements where there is currently less demand. It also means that many residents have to make less direct bus journeys, with interchanges.

**3.15** The presence of Stansted Airport creates demand for high frequency rail and bus services in the south of the District. However, the frequency of bus services is comparatively much lower in other areas of the District, as would be expected in the mostly rural hinterland. Aside from London Stansted Airport, Saffron Walden and Great Dunmow offer the greatest potential for interchange. Cost of bus travel also varies significantly.

**3.16** The UK Government published the national bus strategy 'Bus Back Better' in March 2021<sup>42</sup>. This makes it clear that better bus services are seen as a key part of the Government's 'levelling up' agenda by improving public transport outside London. Amongst other things the strategy asks local transport authorities to commit either to setting up 'enhanced quality bus partnerships' or adopt bus franchising and to make a statement to that effect.

**3.17** In response to Bus Back Better, and following ECC Cabinet discussions<sup>43</sup>, ECC has prepared a Bus Service Improvement Plan<sup>44</sup> (BSIP), setting out standards for the bus industry in the ECC area. This is a working document which will be improved over time in accordance with the requirements of Bus Back Better. The plan sets out funding for improvements to key bus services across Essex. In Uttlesford,

the key services include 'Thrive', a programme set out to improve access to services in rural centres, and 'Reach', which considers the potential to provide improved demand-responsive public transport solutions, in particular looking at the role of digital tools for this. The BSIP also proposes the upgrading of park and ride services to 'park and choose' sites, which will offer more options for other (non-bus transport measures including e-bikes and e-scooter rental). The BSIP also proposes a bus services audit and review, which will consider the current provision of routes and whether this could be improved for users.

**3.18** In order to help deliver the BSIP, ECC sets out the intention to create an Enhanced Quality Partnership Scheme (one for each district). This is a statutory partnership between ECC and the bus operators that sets out how they will identify and deliver improvements to bus services. Given this is a statutory agreement, this arrangement will provide more control to ECC over the management of the bus network in the ECC area, compared to the previous situation.

**3.19** Furthermore, ECC is developing a new North West Essex Bus Network, which will seek to improve timetables and reduce costs in Uttlesford and surrounding area. Also, a recent consultation by the Greater Cambridge Partnership proposes a fast (40 minutes quicker than current time) and frequent (every ten minutes) service between Cambridge and Saffron Walden via the Biomedical Campus<sup>45</sup>.

**3.20** In addition, the Sustainable Modes of Travel Strategy (SMoTS)<sup>46</sup> outlines the steps ECC is taking to enable accessibility for all to places of employment and education, including other neighbourhood services such as retail, leisure and health services and delivering health, social and economic benefits to individuals and their communities. A Community Travel System<sup>47</sup> provides transportation to those unable to access normal public transport. Further to this, as

<sup>42</sup> HM Government (2021) Bus back Better: national bus strategy for England [online]. Available at: <https://www.gov.uk/government/publications/bus-back-better>

<sup>43</sup> Essex County Council (2021) Report to Cabinet Committee [online]. Available at:

[https://cmis.essex.gov.uk/essexcmis5/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=mDr9WU9dzY1JXqMYASeqXL6QPvXA0Rx7xFJ1iN7QszS4Y7JebTLGrQ%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWcPHwdhUfCZ%2fLUQzqA2uL5jNRG4jdQ%3d%3d&mCTlbCubSFfXsDGW9IXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NhdURQburHA%3d&d9Qji0aq1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d](https://cmis.essex.gov.uk/essexcmis5/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=mDr9WU9dzY1JXqMYASeqXL6QPvXA0Rx7xFJ1iN7QszS4Y7JebTLGrQ%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWcPHwdhUfCZ%2fLUQzqA2uL5jNRG4jdQ%3d%3d&mCTlbCubSFfXsDGW9IXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NhdURQburHA%3d&d9Qji0aq1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d)

<sup>44</sup> Essex County Council (no date) The Essex County Council Bus Service Improvement Plan 2021 to 2026 [online]. Available at: <https://cmis.essex.gov.uk/essexcmis5/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=irBwz35oQLFfwom8%2fAJ6l%2bTokm%2bu98V%2bNIRTINxD9cedWidLWoqz%2bw%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWcPHwdhUfCZ%2fLUQzqA2uL5jNRG4jdQ%3d%3d&mCTlbCubSFfXsDGW9IXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NhdURQburHA%3d&d9Qji0aq1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d>

[3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWcPHwdhUfCZ%2fLUQzqA2uL5jNRG4jdQ%3d%3d&mCTlbCubSFfXsDGW9IXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NhdURQburHA%3d&d9Qji0aq1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d](https://cmis.essex.gov.uk/essexcmis5/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=irBwz35oQLFfwom8%2fAJ6l%2bTokm%2bu98V%2bNIRTINxD9cedWidLWoqz%2bw%3d%3d&rUzwRPf%2bZ3zd4E7lkn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWcPHwdhUfCZ%2fLUQzqA2uL5jNRG4jdQ%3d%3d&mCTlbCubSFfXsDGW9IXnlq%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPIIEJYlotS%2bYGoBi5oIA%3d%3d=NhdURQburHA%3d&d9Qji0aq1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d)

<sup>45</sup> Greater Cambridge Partnership (2021) Making Connections [online]. Available at: <https://consultcambs.uk/engagementhq.com/making-connections-2021>

<sup>46</sup> Essex County Council (2020) Sustainable Modes of Travel Strategy [online]. Available at: [https://assets.ctfassets.net/knkzaf64jx5x/5T3h7kDugTwZg7tzYY21E0/ab09f8690bbf33459832cfb59f89100c/ECC\\_Sustainable\\_Modes\\_of\\_Travel\\_Strategy\\_2020.pdf](https://assets.ctfassets.net/knkzaf64jx5x/5T3h7kDugTwZg7tzYY21E0/ab09f8690bbf33459832cfb59f89100c/ECC_Sustainable_Modes_of_Travel_Strategy_2020.pdf)

<sup>47</sup> Essex County Council (no date) Community Based Transport Schemes in Essex [online] Available at: <https://www.essex.gov.uk/accessible-transport>

outlined in the ECC Education Transport Policy<sup>48</sup>, free school to home transport is also available to some children of compulsory school age in the County.

### The road network

**3.21** The M11 and A120 are managed by National Highways. All other roads in Uttlesford are managed and maintained by ECC as the Local Highways Authority – apart from those at Stansted as these roads are managed as part of the airport. Transport East is the Sub-national Transport Body for Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock. As a partnership of key transport organisations, this provides leadership and strategy about regional transport matters.

**3.22** As set out above, the M11 Motorway comprises the main north-south highway corridor in Uttlesford and connects London to the south with Cambridge to the north. Junctions 9 and 9a are located along the northern boundary of the District and connect users with the A11 towards Norwich and provides strategic access for settlements such as Saffron Walden and Great Chesterford. Junction 8 is located to the south of Uttlesford and provides connections to Bishop's Stortford and Stansted Airport. As set out above the location of the M11 junctions results in poorer accessibility to the strategic road network for those in the north east of the district.

**3.23** Important smaller inter-urban roads in Uttlesford include the B1383 which provides local north-south connections between Bishop's Stortford and Great Chesterford, the B184 which connects Great Dunmow with Thaxted, Saffron Walden and Junction 9a of the M11, as well as the A1060 which connects Bishop's Stortford with Hatfield Heath and onto Chelmsford to the south-east, the B1008 between Dunmow and Chelmsford, and the B1256 (the old A120) between J8 and Rayne/Braintree. Outside the district the A505, A131 are also key routes providing access to wider strategic links or to other key attractors (e.g. Chelmsford).

**3.24** There are peak period highway congestion issues in the west and south-west of the district, both on the strategic network of the A120 and at Junction 8, as well as on the A505 beyond the north of the district. The B1383 also experiences significant peak period congestion, particularly through the settlements of Newport (particularly at the pinch point at Newport rail bridge in the High Street due to height restrictions and flooding) and Stansted Mountfitchet and on its approach to the A120 north of Bishop's Stortford. The B184 experience

peak hour congestion, particularly in Thaxted. The historic street layout of settlements in the District means that there are also peak period congestion issues in Great Dunmow and Saffron Walden. Planned developments in the north of Bishop's Stortford and local growth planned in East Herts and Uttlesford will lead to an increasing amount of traffic using the junctions in the years ahead as London Stansted Airport continues to grow. ECC plan to improve Junction 8 of the M11 and A1250 West by<sup>49</sup> :

- Improving access between the M11 and A1250 with London Stansted Airport, Bishop's Stortford, Birchanger Services and Takeley
- Reducing congestion and improve capacity on the M11 Junction 8 exit slips and the A120
- Supporting future plans for housing, employment and business developments.

**3.25** The above improvements are considered to be an interim solution in advance of a more significant upgrade, subject to funding.

**3.26** A route corridor study of the A505 between its junction with the A10 at Royston in Hertfordshire and the A11 at Abington in Cambridgeshire is currently being undertaken to ascertain if capacity improvements are required and how these can be delivered.

### Walking and cycling

**3.27** The two routes on the National Cycle Network that run through Uttlesford are NCR11 and NCR16. NCR11 runs north-south through the District and connects Harlow to Cambridge via Stansted Mountfitchet and Strethall, with a link to Saffron Walden via Audley End Station. NCR16 is mainly off-road, utilising the former railway track bed (although does use roads in Great Dunmow). This is also known as the Flitch Way and runs east-west broadly in the same area as the A120, connecting Birchanger in the West with Braintree in the east and then travels southwards towards Witham.

**3.28** Just 1% of the journeys to work in Uttlesford are made by bicycle, lower than the Essex average of 2.1%<sup>50</sup>. A key reason for this may be that, other than the above, there is very little dedicated cycling infrastructure in Uttlesford, which has resulted in low levels of participation when compared with other Essex Boroughs / Districts<sup>51</sup>. It may also be due to the

<sup>48</sup> Essex County Council (no date) Education Transport Policy [online] Available at: [https://assets.ctfassets.net/knkzaf64jx5x/4eTjOc3351eWasUfvCkJP/7a59e29546f855f397eba8906cb24086/Education\\_Transport\\_Policy.pdf](https://assets.ctfassets.net/knkzaf64jx5x/4eTjOc3351eWasUfvCkJP/7a59e29546f855f397eba8906cb24086/Education_Transport_Policy.pdf)

<sup>49</sup> Essex Highways (no date) M11 Junction 8 Scheme Updated [online] Available at: <https://www.essexhighways.org/highway-schemes-and-developments/highway-schemes/m11-junction-8-improvement-scheme>

<sup>50</sup> Uttlesford District Council (2014) Uttlesford cycling strategy [online]. Available at: [https://www.uttlesford.gov.uk/media/4604/Uttlesford-Cycling-Strategy-October-2014/pdf/The\\_Uttlesford\\_Cycle\\_Strategy\\_PDFa.pdf?m=637031088129270000](https://www.uttlesford.gov.uk/media/4604/Uttlesford-Cycling-Strategy-October-2014/pdf/The_Uttlesford_Cycle_Strategy_PDFa.pdf?m=637031088129270000)

<sup>51</sup> Essex County Council (2016) Essex Cycling Strategy [online] Available at: <https://www.essexhighways.org/uploads/downloads/ecc-cycling-strategy-novemeber-2016.pdf>

topography of settlements, which are relatively hilly compared to other areas where cycling is a more popular way of getting around. This said, recreational cycling is popular in Uttlesford (there appears to be more persons cycling at least once per month in Uttlesford than in other Essex districts apart from Chelmsford), and the increasing popularity of e-bikes can help to overcome the implications of hills.

**3.29** The Essex and Uttlesford Cycle Strategies seek to promote a sustained increase of cycling in Uttlesford, establishing it in the public's mind as a 'normal' mode of travel, especially for short a-to-b trips.

### Key delivery organisations

- Transport East
- National Highways
- Network Rail
- Sustrans
- ECC – Local Transport Authority / Local Highway Authority
- MAG (Stansted)
- Abellio Buses
- Arriva Buses
- Uttlesford Community Travel

### Funding

**3.30** Funding for aviation improvements at Stansted are raised by MAG through their business plans. Aviation is generally commercially operable and therefore development contributions are not collected for improvements to airport infrastructure (although may be for other forms of travel that link to Stansted, such as buses).

**3.31** Funding for rail improvements is provided by the UK government and is allocated based on the priorities identified in The Anglia Route Study<sup>52</sup>.

**3.32** Funding for highways comes from a range of sources. Strategic highways such as the M11 and A120 are maintained by National Highways and new schemes are funded generally by government grants or loans, whilst developer contributions are also put towards these if there is sufficient justification.

Local highways (i.e. those managed by ECC) are funded through the council's maintenance budget (which is largely funded by the government) and Local Transport Plan budget. Developer contributions are also an important element of funding for highway improvements.

**3.33** Funding for buses comes from a mixture of sources but the predominant sources include the bus operators as part of their business model, ECC's local transport plan allocation and developer contributions.

**3.34** Funding for new cycling and walking infrastructure predominantly comes from ECC Local Transport Plan funding and developer contributions.

**3.35** As set out above, developer contributions are required for transportation improvements in Uttlesford where these can be justified in accordance with the relevant tests for planning obligations<sup>53</sup>, and are secured through Section 106 and section 278 agreements<sup>54</sup>. The Essex developer's guide to infrastructure contributions<sup>55</sup> sets out that developers are expected to contribute towards the following types of transport infrastructure:

- Highway improvements to facilitate access or anticipated road safety implications of development;
- Supporting public transport by funding diversions to existing routes (if this can be achieved whilst maintaining the overall attractiveness of the service) or new services. For developments of 1,000 or more new homes a full integrated travel package is required;
- Diversions to public rights of way, if necessary and acceptable in accordance with relevant legislation.

### Critical issues and implications

**3.36** The following critical issues and implications arise as a result of the current provision, growth context, Covid-19, climate change and the ecological crisis.

**3.37** The transport key issue for district is to reduce the need to travel (in terms of journeys made and the distance of those journeys) and ensure that when journeys are necessary, that these are undertaken in the most sustainable manner. The delivery of new housing infrastructure and employment in close proximity is key to providing opportunities to reduce the need to travel.

<sup>52</sup> Network Rail (2016) West Anglia Main Line Long Term Study [online] Available at: <https://www.networkrail.co.uk/wp-content/uploads/2016/12/Anglia-Route-Study-March-2016.pdf>

<sup>53</sup> HM Government (2010) The Community Infrastructure Regulations [online]. Available at: <https://www.legislation.gov.uk/uksi/2010/948/regulation/122/made>

<sup>54</sup> Essex County Council (2020) Essex County Council Developers' Guide to Infrastructure Contributions 2020 [online] Available at:

<https://www.essex.gov.uk/planning-advice-guidance/guidance-for-developers>

<sup>55</sup> Essex County Council (2020) The Essex County Council Developers' Guide to Infrastructure Contributions [online]. Available at:

<https://assets.ctfassets.net/knkzaf64jx5x/5aKhke88EYv5zkdMvSQi44w/0d71817cad70b9394d76e7a490ac7bd7/developers-guide-infrastructure-contributions.pdf>

**3.38** The provision of high-speed internet connections is also vital to help in reducing the need to travel, enabling residents to access services and opportunities without the need to travel to some of those facilities, for example through using online shopping, taking part in remote working or leisure pursuits and enabling new models of service delivery such as remote GP services.

**3.39** As set out above, where journeys are necessary, a shift away from private car-based vehicle use towards more active and sustainable forms of travel such as walking, cycling and buses must be a fundamental element of achieving carbon reductions. Car ownership and use is very high, and the use of public transport, walking and cycling are particularly low in Uttlesford. Significant effort to creating improved and new cycle routes should be made, alongside travel planning, educational and other support measures to deliver this transition. Electric scooters and electric bikes powered by renewable energy can be a key tool in encouraging people not to use their car, and are cited as one of the key steps to reaching net zero by 2050 in the Essex Climate Actions Commission report<sup>56</sup>. Further to this, the VeloCity concept whereby a cluster of villages 'share' their services, and are linked by high quality cycling infrastructure which connects to rail stations and high frequency bus services, may help to support a transition towards more sustainable travel.

**3.40** The effects of the Covid-19 pandemic have accelerated a transition to more flexible working patterns particularly home working. This has resulted in significantly reduced commuting, resulting in less pressure on transport links. Whilst this has resulted in less congestion, the use and viability of public transport has fallen dramatically. Working patterns in the future are yet to become established and these will inform the need and requirement for new transport infrastructure.

**3.41** New developments offer the greatest potential to change travel behaviours for residents and should be designed so as to facilitate the use of more active and sustainable modes of travel from a very early stage in that development. Designing large scale developments in accordance with the principles of '20-minute' neighbourhoods<sup>57</sup> will help to achieve this.

**3.42** As set out in the POST, a focus on developing at existing centres and on the existing transport networks, particularly those which offer (or could offer) high quality and attractive sustainable travel choices is likely to deliver the greatest benefits in terms of:

- Reducing the need to travel by placing people near services and employment;
- Making most efficient use of existing infrastructure (which is likely to improve development viability by not creating a demand for new infrastructure related to all development);
- Encouraging journeys by sustainable modes by placing origins and destinations near each other and near sustainable transport hubs such as rail stations.

## Education

### Overview

**3.43** ECC has duties under the Childcare Acts of 2006 and 2016 to ensure that there are a sufficient number of sustainable and high quality childcare places for children aged 0-19 and their families. In addition duties under the Education Act 2011 require ECC to provide sufficient school places for 4-16 year olds. As such, education is in the most part provided for by ECC. Free Schools and Academy Schools are outside local authority control but are still influenced by potential growth and are therefore considered in pupil place planning.

**3.44** Private schools and home schooling also contribute to education in the district, but these are not considered as part of this IDP, for private schools this is because they operate on a different demand model and are not responsible for ensuring all children have a place, and for home schooling because there are minimal infrastructure implications.

**3.45** Demographics in Uttlesford indicate a high demand for early years & childcare and school places across the age ranges<sup>58</sup>.

### Education context

#### Early Years and childcare

**3.46** Early years and childcare provision in Uttlesford includes day nurseries, pre-school provision and childminders:

- Early Years and Childcare in Uttlesford includes full-day nurseries, who mainly cater for working families who need full day care.
- Pre-School provision generally offers comparatively limited hours per day, similar to that of a school day and

<sup>56</sup> Essex Climate Action Commission (2021) Net Zero: Making Essex Carbon Neutral [online]. Available at: <https://assets.ctfassets.net/knkzaf64jx5x/1fzMJKNm1fz8WHx4mzdy2h/e7c57523466f347fd6cdccb3286c113c/Net-Zero-Report-Making-Essex-Carbon-Neutral.pdf>

<sup>57</sup> Town and Country Planning Association (2021) 20-Minute Neighbourhoods [online]. Available at:

<https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=f214c4b8-ba4d-4196-9870-e9d240f86645>

<sup>58</sup> Essex County Council (2019) Childcare Sufficiency Assessment Summary [online]. Available at: [https://assets.ctfassets.net/knkzaf64jx5x/71KntMzJWxZ3OaA7QTLR54/d88f849526410eb4b17607c85b635e49/Early\\_Years\\_Sufficiency\\_Report\\_2019.pdf](https://assets.ctfassets.net/knkzaf64jx5x/71KntMzJWxZ3OaA7QTLR54/d88f849526410eb4b17607c85b635e49/Early_Years_Sufficiency_Report_2019.pdf)



does not open during the school holidays. Some of these are provided in co-located facilities with primary school provision.

- Childminders can often provide a flexible support for families and will pick up older children at the end of the school day which in turn helps families with childcare to enable them to work.

**3.47** These education needs are delivered through mainly private, independent and voluntary organisations and any change in demand for childcare can have a detrimental effect upon the sustainability of the different business models.

**3.48** In Uttlesford 40% of the providers offering childcare are Childminders and 43% are Pre-schools, Day Nursery and Primary School Nursery, other provision is met largely by breakfast and holiday clubs. 97 % of funded providers are 'good/ outstanding'<sup>59</sup>.

**3.49** The Childcare Assessment Sufficiency Summary<sup>60</sup> sets out that in 2019 there was sufficient capacity for early years and childcare needs in Uttlesford, however the location of new development will determine whether there is capacity locally and whether expansion will be required.

### Primary schools

**3.50** Of the 41 schools located in Uttlesford, 37 are for infant or primary stage up to and including the school year when pupils turn 11.

**3.51** ECC's 10 year plan<sup>61</sup> sets out that there is significant pressure on primary school places due to both new development and demographic pressures, where increasing numbers of births in recent years increases the need for pupil places. The plan sets out that new schools will be required at Saffron Walden (developer contributions have secured the site for this) and Great Dunmow (a new two-form entry school will be required). School expansion will also be required at Elsenham and Helena Romanes (Great Dunmow). It is important to note that the emerging local plan will increase the number of dwellings and new pupils within Uttlesford and therefore the amount of new school provision is likely to increase.

### Secondary schools

**3.52** The four secondary schools which provide for pupils aged between 11 and 18 are Helena Romanes School and Sixth Form Centre in Great Dunmow, Forest Hall School in Stansted Mountfitchet, Joyce Frankland Academy in Newport and Saffron Walden County High School in Saffron Walden.

**3.53** The 10 year plan<sup>62</sup> sets out there are no planned increases to capacity in secondary schools, however new development coming forward in Bishop's Stortford may impact on place availability in Forest Hall School.

**3.54** Additional development which comes through the emerging local plan is likely to increase the need for secondary place provision.

### Post-16

**3.55** Sixth Forms are linked to two of the secondary schools in the district including Saffron Walden High and Helena Romanes. Further education opportunities are also provided at Stansted Airport College, part of Harlow College. Further details in relation to capacity at these facilities will be included as the infrastructure planning work continues.

### Special Educational Needs and Disabilities

**3.56** ECC is also responsible for the providing facilities for children with special educational needs and disabilities (SEND). Provision for specific SEND requirements is made at Forest Hall and it is the aim of the education authority to ensure that SEND needs are catered for within each school where possible going forward.

### Key delivery organisations

- ECC - Education

### Funding

**3.57** As outlined in the Essex Developers Guide (2020)<sup>63</sup>, for Early Years, Childcare, Primary and Secondary, financial contributions will be required from sites with 20+ dwellings and land for new build where appropriate.

<sup>59</sup> Essex County Council (2019) Childcare Sufficiency Assessment Summary [online]. Available at: [https://assets.ctfassets.net/knkzaf64jx5x/7lKntMzJWxZ3OaA7QTLR54/d88f849526410eb4b17607c85b635e49/Early\\_Years\\_Sufficiency\\_Report\\_2019.pdf](https://assets.ctfassets.net/knkzaf64jx5x/7lKntMzJWxZ3OaA7QTLR54/d88f849526410eb4b17607c85b635e49/Early_Years_Sufficiency_Report_2019.pdf)

<sup>60</sup> Essex County Council (2019) Childcare Sufficiency Assessment Summary [online]. Available at: [https://assets.ctfassets.net/knkzaf64jx5x/7lKntMzJWxZ3OaA7QTLR54/d88f849526410eb4b17607c85b635e49/Early\\_Years\\_Sufficiency\\_Report\\_2019.pdf](https://assets.ctfassets.net/knkzaf64jx5x/7lKntMzJWxZ3OaA7QTLR54/d88f849526410eb4b17607c85b635e49/Early_Years_Sufficiency_Report_2019.pdf)

<sup>61</sup> Essex County Council (2021) 10 Year Plan - Meeting the demand for school places in Essex 2021-2030 [online]. Available at:

[https://assets.ctfassets.net/knkzaf64jx5x/1sTwHeX9pKGI7ebfWZQ8y/S/64c4aca7768117ae8a77fb0ba51fd260/ECC\\_10\\_year\\_plan\\_school\\_places\\_2021\\_2030.pdf](https://assets.ctfassets.net/knkzaf64jx5x/1sTwHeX9pKGI7ebfWZQ8y/S/64c4aca7768117ae8a77fb0ba51fd260/ECC_10_year_plan_school_places_2021_2030.pdf)

<sup>62</sup> Essex County Council (2021) 10 Year Plan - Meeting the demand for school places in Essex 2021-2030 [online]. Available at: [https://assets.ctfassets.net/knkzaf64jx5x/1sTwHeX9pKGI7ebfWZQ8y/S/64c4aca7768117ae8a77fb0ba51fd260/ECC\\_10\\_year\\_plan\\_school\\_places\\_2021\\_2030.pdf](https://assets.ctfassets.net/knkzaf64jx5x/1sTwHeX9pKGI7ebfWZQ8y/S/64c4aca7768117ae8a77fb0ba51fd260/ECC_10_year_plan_school_places_2021_2030.pdf)

<sup>63</sup> Essex County Council (2020) Essex County Council Developers' Guide to Infrastructure Contributions 2020 [online] Available at: <https://www.essex.gov.uk/planning-advice-guidance/guidance-for-developers>

**3.58** For Post-16 provision, financial contributions will be required from sites of 20+ dwellings (the need in any area will be assessed on a case-by-case basis, so that contributions are only required where necessary).

### Critical issues and implications

**3.59** The following critical issues and implications arise as a result of the current provision, growth context, Covid-19, climate change and the ecological crisis.

**3.60** Infrastructure providers have stated that Helena Romanes School in Great Dunmow is expected to relocate within the plan period but this is considered to be for operational reasons rather than due to a need to meet increased capacity. It is also understood that Saffron Walden High School is a relatively large school in the context of Essex schools, and the development strategy will need to be considered carefully as a significant expansion of this school may result in operational complexities due to its already large size.

**3.61** With this in mind, it is important to note that provision of new secondary schools is more challenging than for primary schools due to the scale of population needed to support them, as such new secondary school provision is generally focussed on existing schools, unless there is a strategic opportunity to provide a new facility.

**3.62** The distribution of pupils around the district results in some long journeys, and due to parental choice, ECC officers advise that some pupils living within the west of the district attend schools in Bishop Stortford, rather than Forest Hall School which does have some capacity.

**3.63** Since the start of 2020 ECC has commissioned all school expansion projects to include renewable energy solutions as a contribution towards combatting climate change. This enhances already highly energy-efficient building specifications. ECC is actively investigating net-zero energy design for new school buildings to become the standard from 2022. This work complements a programme of energy

efficiency upgrades and other works being planned for existing school buildings<sup>64</sup>.

## Green infrastructure, open space and sports

### Current context

#### Green infrastructure and open space

**3.64** Green infrastructure is defined as a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity<sup>65</sup>.

**3.65** Reference to green infrastructure within this report includes elements which are also known as 'blue infrastructure', which are water based natural and semi-natural features such as rivers, streams, lakes, ponds and drainage systems.

**3.66** The Essex Green Infrastructure Strategy<sup>66</sup> describes the need for green infrastructure in the county and sets a vision and objectives for the delivery of green infrastructure. Green infrastructure can be defined as a carefully planned network of high quality natural and semi-natural assets and habitat types, of green and blue spaces, and other strategically planned environmental features that maintain and delivers our ecosystem services. It provides multi-functional benefits integral to the health and wellbeing of communities, ecology and economy of the county<sup>67</sup>.

**3.67** There are 782 square kilometers of green infrastructure in Essex (21% of the total county area). 5.3% of the County is made up of woodland, while there are 4,058 miles of Public Rights of Way<sup>68</sup>. Uttlesford has the fourth largest amount of green space in the County with 79 green spaces. Natural and semi-natural open space makes up the largest type of green space in Uttlesford, followed by Ancient Woodland, Parks and Gardens, Greenways and outdoor sports facilities<sup>69</sup>.

<sup>64</sup> Essex County Council (2021) 10 Year Plan - Meeting the demand for school places in Essex 2021-2030 [online]. Available at: [https://assets.ctfassets.net/knkzaf64jx5x/1sTwHeX9pKGI7ebfWZQ8yS/64c4aca7768117ae8a77fb0ba51fd260/ECC\\_10\\_year\\_plan\\_school\\_places\\_2021\\_2030.pdf](https://assets.ctfassets.net/knkzaf64jx5x/1sTwHeX9pKGI7ebfWZQ8yS/64c4aca7768117ae8a77fb0ba51fd260/ECC_10_year_plan_school_places_2021_2030.pdf)

<sup>65</sup> Ministry of Housing, Communities & Local Government (2021) National Planning Policy Framework 3 [online]. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>66</sup> Essex County Council (2020) Essex Green Infrastructure Study [online] Available at: [https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex\\_Green\\_Infrastructure\\_strategy.pdf](https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex_Green_Infrastructure_strategy.pdf)

<sup>67</sup> Essex County Council (2020) Essex Green Infrastructure Study [online] Available at:

[https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex\\_Green\\_Infrastructure\\_strategy.pdf](https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex_Green_Infrastructure_strategy.pdf)

<sup>68</sup> Essex County Council (2020) Essex Green Infrastructure Study [online] Available at: [https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex\\_Green\\_Infrastructure\\_strategy.pdf](https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex_Green_Infrastructure_strategy.pdf)

<sup>69</sup> Essex County Council (2020) Essex Green Infrastructure Study [online] Available at: [https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex\\_Green\\_Infrastructure\\_strategy.pdf](https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex_Green_Infrastructure_strategy.pdf)

**3.68** Country parks are identified where they meet certain criteria for size and facilities provided. There are none in Uttlesford but there is provision at Great Notley and Flitch Way over the border in Braintree. Due to the large scale and attractive nature of these spaces they are understood to be used by residents in Uttlesford and are considered to be at capacity<sup>70</sup>.

**3.69** The Uttlesford Open Space Assessment Report and the accompanying Open Space Standards Report (both 2019) set out that there are a number of different open spaces in the district, falling into a number of typologies. More detail on these spaces is as follows:

- There are seven sites classified as parks and gardens in Uttlesford, equating to over nine hectares at a current provision of 0.1 hectares per 1,000 population<sup>71</sup>. This is below the Fields in Trust standard of 0.8 hectares per 1,000 population. Whilst 3 of 7 sites are considered low quality it is understood that there are no significant quality issues<sup>72</sup>.
- There are 67 sites identified as natural and semi-natural greenspace in Uttlesford, equating to over 509 hectares at a current provision of 5.81 hectares per 1,000 population<sup>73</sup>. This is significantly above the Fields in Trust standard of 1.8 hectares per 1,000 population. Access by walking to such spaces is an issue for the

district, in particular in settlements with a greater population density including Newport, Stansted Mountfitchet and Felsted. 71% are considered to be good value, including Hatfield Forest<sup>74</sup>.

- There are 110 amenity greenspace sites in Uttlesford, equating to 140 hectares at a current provision of 1.6 hectares per 1,000 population<sup>75</sup>. This is above the Fields in Trust standard of 0.6 hectares per 1,000 population. 77% of sites are considered to be high quality<sup>76</sup>.
- There are 73 sites in Uttlesford identified as provision for children and young people, equating to 8.99 hectares at a current provision of 0.1 hectares per 1,000 population<sup>77</sup>. This is below the Fields in Trust standard of 0.25 hectares per 1,000 population. 67% of sites are considered to be high quality<sup>78</sup>.
- There are 27 sites classified as allotments in Uttlesford, equating to over 17 hectares at a current provision of 0.2 hectares per 1,000 population<sup>79</sup>. This is slightly below standards identified by the National Society of Allotment and Leisure Gardeners. 85% of sites are considered high quality<sup>80</sup>.

<sup>70</sup> Essex County Council (2020) Essex Green Infrastructure Study [online] Available at: [https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex\\_Green\\_Infrastructure\\_strategy.pdf](https://downloads.ctfassets.net/knkzaf64jx5x/35jihEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex_Green_Infrastructure_strategy.pdf)

<sup>71</sup> Uttlesford District Council (2019) Open Space Study Standards Paper [online]. Available at: [https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C_Uttlesford_Open_Space_Standards_Paper.pdf?m=637472620477370000)

<sup>72</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>73</sup> Uttlesford District Council (2019) Open Space Study Standards Paper [online]. Available at: [https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C_Uttlesford_Open_Space_Standards_Paper.pdf?m=637472620477370000)

<sup>74</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>75</sup> Uttlesford District Council (2019) Open Space Study Standards Paper [online]. Available at: [https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C_Uttlesford_Open_Space_Standards_Paper.pdf?m=637472620477370000)

[Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>76</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>77</sup> Uttlesford District Council (2019) Open Space Study Standards Paper [online]. Available at: [https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C_Uttlesford_Open_Space_Standards_Paper.pdf?m=637472620477370000)

<sup>78</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>79</sup> Uttlesford District Council (2019) Open Space Study Standards Paper [online]. Available at: [https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C_Uttlesford_Open_Space_Standards_Paper.pdf?m=637472620477370000)

<sup>80</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

**3.70** Approximately 75% of these spaces are considered to be of high quality, but three of the seven parks and gardens are considered low quality<sup>81</sup>.

**3.71** The majority of individuals prefer to walk to access most types of provision, whilst others utilise private cars. There is generally very little use of cycling or public transport to access green infrastructure and open spaces<sup>82</sup>.

**3.72** Hatfield Forest is a key site in Uttlesford, as it accounts for 75% of the provision of natural and semi-natural green space<sup>83</sup>. It is understood to be under significant recreational pressure which has led to the conclusion that the Sites of Special Scientific Interest (SSSI) units here are in unfavourable condition<sup>84</sup>. Provision of additional green infrastructure and open space would help to relieve this.

**3.73** Other ecologically important habitats in the district are considered to be under pressure include SSSIs at Ashdon Meadows, Debden Water & High Wood (Dunmow), which are all recorded as being in unfavourable condition<sup>85</sup>. A local wildlife site review is understood to be in progress and the findings from this will be fed into the future iterations of this report.

**3.74** Rural communities are identified as being particularly affected by lack of public access to green infrastructure, including those in Uttlesford despite being in close proximity to more natural areas. This is reflected in Uttlesford, where over 40% of residents experience a green space deficiency in their local area<sup>86</sup>.

### Sports facilities

**3.75** Local health indices are generally better than the national norms<sup>87</sup>, underlining the importance of ensuring

access to sports and recreation facilities, as part of a wider strategy to ensure that the local population remains physically active and increases its participation.

**3.76** The Playing Pitch Strategy<sup>88</sup> identifies current levels of provision within Uttlesford across the public, education, voluntary and commercial sectors. Current levels of facilities supply in Uttlesford appear to be at a good level for the population served<sup>89</sup>. However, the high proportion of major built facilities on school sites limits access and means that the actual capacity to accommodate community use is much more limited. The amount of exported demand from Uttlesford also emphasises the lack of capacity in several types of facility including swimming pools. Whilst there is a very vibrant voluntary sports clubs sector locally, 90% of survey respondents identified that current facilities provision is inadequate to meet their needs.

**3.77** There are six indoor sports halls in the district in the following locations:

- Great Dunmow: Great Dunmow Leisure Centre
- Newport: Joyce Frankland Academy
- Saffron Walden: County High Sports Centre, Friends School and Lord Butler Leisure Centre
- Stansted Mountfitchet: Mountfitchet Romeera Leisure Centre

**3.78** There are four community accessible swimming pools located in Uttlesford at Friends School and Lord Butler Leisure Centre in Saffron Walden, Great Dunmow Leisure Centre, and Felsted School.

<sup>81</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>82</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>83</sup> Uttlesford District Council (2019) Open Space Assessment Report [online]. Available at: [https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B\\_Uttlesford\\_Open\\_Space\\_Assessment\\_Report.pdf?m=636969740431630000](https://www.uttlesford.gov.uk/media/9619/ED14B-Uttlesford-Open-Space-Assessment-Report/pdf/ED14B_Uttlesford_Open_Space_Assessment_Report.pdf?m=636969740431630000)

<sup>84</sup> Natural England (2019) New Evidence and Advice on Recreational Disturbance Impacts... [online]. Available at: <https://www.harlow.gov.uk/sites/default/files/documents/EX0057%20-%20Natural%20England%20Hatfield%20Forest%20SSSI%20NNR%20Updated%20Interim%20Advice%20Letter.pdf>

<sup>85</sup> Natural England (2021) Designated Sites View [online]. Available at: <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=15&responsiblePerson=&DesignationType=All>

<sup>86</sup> Essex County Council (2020) Essex Green Infrastructure Study [online]. Available at: [https://downloads.ctfassets.net/knkzaf64jx5x/35ihjEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex\\_Green\\_Infrastructure\\_strategy.pdf](https://downloads.ctfassets.net/knkzaf64jx5x/35ihjEoQZAc4f7bwGyLa38/fc90fbc5519874490047930aae371036/Essex_Green_Infrastructure_strategy.pdf)

<sup>87</sup> Uttlesford District Council (2019) Open Space Standards [online]. Available at: [https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C_Uttlesford_Open_Space_Standards_Paper.pdf?m=637472620477370000)

<sup>88</sup> Uttlesford District Council (2019) Open Space Standards [online]. Available at: [https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C\\_Uttlesford\\_Open\\_Space\\_Standards\\_Paper.pdf?m=637472620477370000](https://www.uttlesford.gov.uk/media/9620/ED14C-Uttlesford-Open-Space-Standards-Paper/pdf/ED14C_Uttlesford_Open_Space_Standards_Paper.pdf?m=637472620477370000)

<sup>89</sup> Uttlesford District Council (2016) Sports Facilities Development Strategy [online]. Available at: [https://www.uttlesford.gov.uk/media/5608/Sports-Facilities-Development-Strategy-January-2016/pdf/Sports\\_Facilities\\_Development\\_Strategy\\_January\\_2016.pdf?m=635913231609400000](https://www.uttlesford.gov.uk/media/5608/Sports-Facilities-Development-Strategy-January-2016/pdf/Sports_Facilities_Development_Strategy_January_2016.pdf?m=635913231609400000)

**3.79** There are a total of 168 grass playing pitches in Uttlesford for a wide range of sports, as well as ten artificial pitches of which six are in public use. The majority of these are located in Saffron Walden.

**3.80** For most types of facility, according to the 2016 sports facilities development strategy, existing provision is broadly adequate to meet current needs, with the following exceptions<sup>90</sup> :

- Swimming - There is a shortage of water space equivalent to two lanes of a 25m pool;
- Athletics - There is emerging demand for specialist facilities in the north of the district;
- BMX race tracks - Unmet demand for one track;
- Adult football pitches - There is a deficit equivalent to one pitch;
- Youth football pitches - There is a deficit equivalent to six pitches;
- Rugby pitches - There is a deficit equivalent to two pitches ;
- Synthetic turf pitches for hockey - Unmet demand equates to one pitch;
- '3G' football turf pitches - There is a deficit equivalent to three pitches;
- Disabled access - Disabled access is poor at a number of facilities;
- Changing facilities - Changing provision is poor at some sites particularly at pitches.

### Key delivery organisations

#### Green infrastructure and open space

- Essex Wildlife Trust;
- Environment Agency;
- Natural England;
- ECC - GI Team;
- Sport England;
- RSPB.

### Sports

- Uttlesford District Council;
- Private sports providers.

### Funding

**3.81** Funding for green infrastructure open space and sports facilities is very limited. New provision is largely dependent upon council budgets, local communities and developer contributions, although given sufficient organisation and justification, other grant funding, such as from the Heritage Lottery, is also available.

**3.82** Maintenance of green infrastructure is a key issue as this is generally dependent upon council budgets which are facing significant pressures, however there is an opportunity for new provision to be maintained using stewardship models within large extensions and new communities.

### Critical issues and implications

**3.83** A critical issue for green infrastructure and open space is that there is no single organisation with a statutory duty for these to be provided or maintained. As such it can be challenging to leverage funding for these spaces.

**3.84** In order to reverse ecological declines, it will be vital for more green infrastructure to be provided within new developments - the requirements for biodiversity net gain which are already required by the NPPF and are set to rise to 10% following the enactment of the Environment Bill are also likely to result in increased provision of more green infrastructure than would otherwise have been the case. However it will also be important for more green space to be provided in accordance with the Lawton Principles of bigger, better and more joined up<sup>91</sup>.

### Health and Wellbeing

#### Current context

#### Primary Care (GP) Services

**3.85** The provision of GP Surgeries in Uttlesford is managed by the NHS West Essex Clinical Commissioning Group (CCG). GP surgeries in Uttlesford are located in:

- Elsenham: Elsenham Surgery;

<sup>90</sup> Uttlesford District Council (2016) Sports Facilities Development Strategy [online] Available at: [https://www.uttlesford.gov.uk/media/5608/Sports-Facilities-Development-Strategy-January-](https://www.uttlesford.gov.uk/media/5608/Sports-Facilities-Development-Strategy-January-2016/pdf/Sports_Facilities_Development_Strategy_January_2016.pdf?m=635913231609400000)

[2016/pdf/Sports\\_Facilities\\_Development\\_Strategy\\_January\\_2016.pdf?m=635913231609400000](https://www.uttlesford.gov.uk/media/5608/Sports-Facilities-Development-Strategy-January-2016/pdf/Sports_Facilities_Development_Strategy_January_2016.pdf?m=635913231609400000)

<sup>91</sup> HM Government (2010) Making Space for Nature [online]. Available at: <https://www.gov.uk/government/news/making-space-for-nature-a-review-of-englands-wildlife-sites-published-today>

- Great Dunmow: Angel Lane Surgery and John Tasker House Surgery;
- Hatfield Heath: Eden Surgery;
- Newport: Newport Surgery;
- Saffron Walden: The Gold St Surgery and Crocus Medical Practice;
- Stansted Mountfitchet: Stansted Surgery;
- Thaxted: Thaxted Surgery.

**3.86** Primary care is provided over two administrative areas – Uttlesford North and Uttlesford South. Information provided by the NHS sets out that capacity in Uttlesford North is able to serve the current population due to recent improvements at Crocus Surgery and Thaxted but will not be able to accommodate additional growth without further improvements/expansion. Capacity in Uttlesford South is significantly constrained and not able to meet the current population. This is being remedied by construction of a new surgery in Felsted to replace the current one, and utilisation of Dunmow Community Clinic for primary care. These new improvements are not designed to accommodate additional growth which comes through the emerging local plan<sup>92</sup>, and as such further improvement/expansion may be necessary once growth levels are identified in this area.

### Hospitals

**3.87** Healthcare provided by the NHS in Uttlesford comes under the Hertfordshire and West Essex sustainability and transformation partnership<sup>93</sup>.

**3.88** The only hospital located in Uttlesford is Saffron Walden Community Hospital, which is managed by the Cambridge University Hospitals NHS Foundation Trust. There are, however, a number of hospitals located in neighbouring districts which serve Uttlesford residents in the following locations:

- Bishop's Stortford: Herts and Essex Community Hospital;
- Cambridge: Addenbrooke's Hospital and Fulbourn Hospital;

- Braintree: Braintree Community Hospital, St Michael's Hospital, and William Julien Courtauld Hospital; Halstead Hospital.

**3.89** GP services and hospitals will need to reconfigure their care infrastructure to cope with an ageing population and to centralise support functions and services.

### Dentists

**3.90** There are 16 dentists (NHS and private) in Uttlesford, located in Saffron Walden, Great Dunmow, Stansted Mountfitchet, Takeley and Thaxted.

### Social care

**3.91** Social care for both adults and children is provided by ECC who also have responsibility for making specific provision of built infrastructure for care services such as extra care. The ECC Organisation Plan<sup>94</sup> sets out that in 2021 ECC worked with L&Q living to open Cornell Court in Saffron Walden, enabling older people who need to care to live independently in high quality modern facilities. The plan sets out the ambition to move to a more community-based model of social care and to increase accommodation options that promote independence including the development of Extra Care Housing for older people, Supported Living options for people with learning disability and autism, and improved accommodation options for people with mental health issues.

### Mental Health

**3.92** Residents of Uttlesford are able to access mental health services through a referral from their GP<sup>95</sup>. The Essex Partnership University NHS Foundation Trust (EPUT) provides a range of mental health support services within Uttlesford and neighbouring districts, enabling residents to be treated by community and inpatient mental health team.

**3.93** Self-referral talking therapies are provided through the NHS West Essex Clinical Commissioning Group.

### Homelessness

**3.94** The Homelessness Strategy<sup>96</sup> sets out the context of homelessness both nationally and locally and reviews the

<sup>92</sup> Based on discussions with the West Essex Clinical Commissioning Group September 2021.

<sup>93</sup> Essex County Council (2019) Developer's guide to developer contributions [online]. Available at: [https://consultations.essex.gov.uk/rci/ecc-developers-infrastructure-contributions/supporting\\_documents/Developers%20Guide.pdf](https://consultations.essex.gov.uk/rci/ecc-developers-infrastructure-contributions/supporting_documents/Developers%20Guide.pdf)

<sup>94</sup> Essex County Council (2021) Organisation Plan 2021/22 [online]. Available at: [https://assets.ctfassets.net/knkzaf64jx5x/4TKONb4gRP0M8pAtTgpth/d5f299102cf59cb3f224d8e9bc3e440e/ECC\\_Organisation\\_Plan\\_2021\\_to\\_2022.pdf](https://assets.ctfassets.net/knkzaf64jx5x/4TKONb4gRP0M8pAtTgpth/d5f299102cf59cb3f224d8e9bc3e440e/ECC_Organisation_Plan_2021_to_2022.pdf)

<sup>95</sup> NHS (no date) Essex Partnership University NHS Foundation Trust [online] Available at: <https://www.nhs.uk/Services/Trusts/Services/DefaultView.aspx?id=R1L>

<sup>96</sup> Uttlesford District Council (2020) Homelessness Strategy and Review [online] Available at: [https://www.uttlesford.gov.uk/media/10024/Homelessness-and-Rough-Sleeping-Strategy-2020-2025/pdf/Homelessness\\_and\\_Rough\\_Sleeping\\_Strategy\\_2020\\_-\\_2025.pdf?m=637147576757230000](https://www.uttlesford.gov.uk/media/10024/Homelessness-and-Rough-Sleeping-Strategy-2020-2025/pdf/Homelessness_and_Rough_Sleeping_Strategy_2020_-_2025.pdf?m=637147576757230000)

levels of homelessness within the district. Homelessness has increased within Uttlesford, as it has nationally, over the past 4 years. The principal services to assist in preventing homelessness and rough sleeping in Uttlesford are:

- Young person homelessness support services from ECC. This includes working to the Essex wide Joint Protocol on 16/17 year olds;
- Floating Support Services from Peabody;
- Domestic Abuse services from Next Chapter;
- Tenancy management for council and RSL stock;
- Housing Benefit Visiting Officer/ Welfare Officer;
- DWP support;
- Probation/Community Rehabilitation Company – Including Essex Prison Release Housing Protocol;
- ECC Adult AND Children Services;
- Community Mental Health Services;
- Addiction Services – Open Road and ADAS;
- Bromfield House Supported Housing Scheme;
- Railway Meadow Mother and Baby Unit – nomination rights to 4 bed spaces;

**3.95** There are also independent voluntary sector services within Uttlesford, some that receive council grant funding that also support council officers in their work on preventing and relieving homelessness.

### Key delivery organisations

- Hertfordshire and West Essex Integrated Care Systems (ICS);
- NHS West Essex CCG;
- NHS Property;
- Mental Health Services;
- ECC – Public Health;
- Addenbrookes Hospital;
- Rural Community Councils Essex.

### Funding

**3.96** Funding for GPs currently comes from the Improvement Grant – a nationally allocated grant based on evidence of

need submitted by GPs. This covers 66% of the cost of the improvements, with the GPs having to resource the remainder from their own funds or fundraising. Developer contributions can be used where these are justified, for example where large scale new development is being provided such as a new town.

**3.97** Funding for hospitals and mental health services is allocated on a national basis by the NHS.

**3.98** Funding for dentists is generally private, with support from the NHS.

**3.99** Funding to help address homelessness largely comes from Uttlesford District Council as well as charities and voluntary organisations.

### Critical issues and implications

**3.100** Information collected via infrastructure provider engagement to inform this report identified that GP practices within the District are largely at capacity already, but that hospital capacity is however stable at this time.

**3.101** Further population growth is likely to have an impact on future primary healthcare service provision. Services are also understood to be under pressure from cross border leakage, particularly in the East of District. GP services and hospitals will need to reconfigure their care infrastructure to cope with an ageing population and to centralise support functions and services. There is an overall capacity deficit of social care services throughout the district, due to population growth and from the removal of the proposed garden communities (which were in the previous draft local plan) which would have provided a health package as part of the infrastructure<sup>97</sup>.

**3.102** Future iterations of the IDP will be informed by continuing discussions with the CCG and other healthcare providers (such as Hospital trusts) to ensure proposed growth is accounted for.

**3.103** Health and social care commissioning across Uttlesford is due to be reformed through the integration of different elements of the health service into Integrated Care Systems (ICSs). This is expected from around 2022 onwards.

**3.104** Emerging technologies to enable people to access healthcare via the internet such as virtual consultations and healthcare monitoring is likely to help free up capacity over the plan period, however the amount of capacity this will provide is unclear at present<sup>98</sup>.

<sup>97</sup> Based on discussion held during the first infrastructure stakeholder / provider workshop

<sup>98</sup> Nuffield Health (2020) The impact of Covid-19 on the use of digital technology in the NHS [online]. Available at:

<https://www.nuffieldtrust.org.uk/files/2020-08/the-impact-of-covid-19-on-the-use-of-digital-technology-in-the-nhs-web-2.pdf>

## Utilities

### Current context

#### Water supply

**3.105** Affinity Water is responsible for providing the district with fresh drinking water. This is provided from a combination of groundwater and surface water abstractions, some of which are outside the District, allowing additional water to be transferred into the District to accommodate future growth.

**3.106** According to the 2009 District Water Cycle Study<sup>99</sup>, the District is partly underlain by a chalk aquifer of regional importance. The Environment Agency (EA) currently class the surface water and groundwater resources within the District as over-licensed or over-abstracted, meaning that there is no additional water available for supply.

**3.107** The Affinity Water Management Plan<sup>100</sup> outlines the plans to provide a reliable, resilient, efficient and affordable water supply to customers from 2020 to 2080, whilst protecting the environment. At the core of this strategy is the need to balance the amount of water available for supply with the demand for water.

**3.108** Anglian Water supply a large extent of the area surrounding Uttlesford, so are relevant in this context. The Anglian Water Resources Management Plan<sup>101</sup> sets out the strategy for managing the water supplies in the region to meet current and future needs over a minimum period of 25 years. Affinity Water and Anglian Water have agreements over the transfer of water supply between the two companies.

**3.109** In previous years, Affinity and Anglian Water have identified that a significant shortfall of water is likely to arise in their respective areas, including Uttlesford. The proposed solution to this is the construction of a new reservoir in Lincolnshire known as the South Lincolnshire reservoir. Water will be transported from here into the southeast of England, helping to boost supplies. This project is at an early stage and is yet to secure the necessary consents. As a large

infrastructure project the relevant regime will be the nationally significant infrastructure projects determination process, under the provision of the Planning Act 2008. At present, construction of the reservoir is planned for 2027, and it is anticipated to be ready to supply water by 2035<sup>102</sup>.

**3.110** In addition to the above, Anglian Water has submitted a planning application for a large pipeline to provide water to the east of England, specifically the areas it serves surrounding Uttlesford including Cambridgeshire<sup>103</sup>. This is part of a programme of constructing several 500km of new pipeline from Elsham in Lincolnshire to Colchester, including links to supply Uttlesford<sup>104</sup>. The Bexwell to Bury section would be operational by 2025. The new pipeline infrastructure would eventually link Uttlesford to the South Lincolnshire reservoir.

#### Water treatment

**3.111** Wastewater services are currently split between Anglian Water and Thames Water, with Anglian operating in the north east of the district and Thames Water operating in the south-west. The Anglian Water Integrated Plan<sup>105</sup> sets out the key issues arising in relation to the treatment of water. These include increased water usage per capita as more people are working from home during the pandemic and a higher number of pollution incidents than government targets provide for. The high number of pollution incidents reflects the ageing infrastructure in place and the company's pollution incident reduction plan sets out significant ambitions to improve infrastructure to reduce leaks. A pollution incident task force has been set up to specifically address this issue<sup>106</sup>.

**3.112** The Braintree, Rayne and Bocking water recycling centres managed by Anglian Water are located outside the boundary of Uttlesford but have catchment areas within the District.

**3.113** The Environment Agency have overall responsibility for setting limits monitoring and regulating discharges to watercourses from water recycling centres (WRCs).

<sup>99</sup> Uttlesford District Council (2009) Uttlesford District Water Cycle Study [online] Available at: <http://www.saveourvillage.co.uk/Documents/Water%20Cycle%20Study%20High%20Level%20Summary.pdf>

<sup>100</sup> Affinity Water (2020) Water Management Plan [online] Available at: [https://www.affinitywater.co.uk/docs/Affinity\\_Water\\_Final\\_WRMP19\\_April\\_2020.pdf](https://www.affinitywater.co.uk/docs/Affinity_Water_Final_WRMP19_April_2020.pdf)

<sup>101</sup> Anglian Water (2020) Water Resources Management Plan [online] Available at:

<https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/water-resources-management-plan/>

<sup>102</sup> Anglian Water and Affinity Water (2021) Strategic Solution Gate One Submission: Preliminary Feasibility Assessment South Lincolnshire Reservoir [online]. Available at: <https://www.anglianwater.co.uk/siteassets/household/about->

[us/strategic-solution-gate-one-submission-preliminary-feasibility-assessment-south-lincolnshire.pdf](https://www.anglianwater.co.uk/siteassets/household/about-us/strategic-solution-gate-one-submission-preliminary-feasibility-assessment-south-lincolnshire.pdf)

<sup>103</sup> Anglian Water (2021) Anglian Water submits planning applications for new pipeline to keep taps running in the East [online]. Available at: <https://www.anglianwater.co.uk/news/bexwell-to-bury-pipeline/>

<sup>104</sup> Anglian Water (2019) New water pipelines [online]. Available at: <https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/new-water-pipelines/>

<sup>105</sup> Anglian Water (2021) Annual Integrated Plan [online]. Available at: <https://www.anglianwater.co.uk/siteassets/household/about-us/air-2021.pdf.pdf>

<sup>106</sup> Anglian Water (2020) Anglian Water's Pollution Incident Reduction Plan [online]. Available at: <https://www.anglianwater.co.uk/contentassets/0e50eef7ef2a4630b31220d3351193d7/pollution-incident-reduction-plan-2020-2025.pdf>



**3.114**The Thames Water drainage and wastewater management plan portal<sup>107</sup> sets out that the area of Uttlesford served by Thames Water is at very significant risk of pollution incidents and sewer collapses. The portal also identifies that predicted STW compliance in 2050 is at risk of not meeting requirements. Thames Water are in the process of identifying potential options to resolve these issues, and a report is expected in late 2021<sup>108</sup>.

### Electricity

**3.115**Electricity is distributed nationally by National Grid through high voltage transmission lines and infrastructure (at 275 and 400 kilovolts [kV]). Local electricity distributors distribute from national grid infrastructure to properties using lower voltage lines (typically 33kV overhead or 11kV underground). Electricity in Uttlesford is distributed by UK Power Networks.

**3.116**Uttlesford is served one national grid sub-station at Pelham, and by three 132/33kV local grid substations, located in Bishop's Stortford, Braintree and Thaxted. From these, further transmission infrastructure and a further ten substations distribute electricity to premises.

**3.117**It is important to note that the substations at Bishop's Stortford and Braintree are shared assets, and so the capacity of these will depend on growth in adjacent areas.

### Gas

**3.118**National Grid distributes gas around the UK at high pressure. This is distributed on a local basis by eight different distribution networks, some of which are owned by National Grid. Uttlesford is served by National Grid Gas Distribution Ltd. There is one strategic gas pipeline route that runs through Uttlesford which is owned and operated by National Grid. Due to the rural nature of Uttlesford, many properties are not connected to the gas network.

### Broadband and telecoms

**3.119**High speed internet is provided either through cables or masts (for example mobile phone masts). Telecoms provided through cables are defined as 'fixed' telecoms whilst the

network of transceivers mounted on masts or tall buildings is often categorised as 'mobile' telecoms.

**3.120**Fixed telecoms are provided by commercial suppliers, in Uttlesford these include OpenReach, Gigaclear and Virgin Media O2, and there will also be other commercial operators. These companies supply individual premises with connections however due to legacy issues relating to the infrastructure which is already in place and when this installed data speeds can often be lower in some areas than others.

**3.121**According to September 2020 data from Ofcom for fixed infrastructure telecoms, connectivity is relatively poor across Uttlesford<sup>109</sup>, with 87.5 of properties having access to superfast broadband (download speed of 25 megabits per second [Mbps] or more), with the national average for district and unitary authorities being 94%. 37.9% of properties are able to access ultrafast broadband (100Mbps or more) which is again lower than the national average for district and unitary authorities, which is 54%. 19.1% of premises can access 1 gigabit per second speeds (a gigabit is 1000 megabits), this is below the national average for district and unitary authorities which is 21.5%. Furthermore, OFCOM estimates that 1.6% of premises in Uttlesford do not meet the Universal Service Obligation (USO), which requires speeds of at least 10Mbps download and 1Mbps upload. The average for district and unitary authorities is 0.7%. Overall, the picture is that a relatively high proportion of Uttlesford residents do not have access to internet speeds which are needed to meet an average household's digital needs<sup>110</sup>, and that internet speeds across the district are below average.

**3.122**According to recent Ofcom data<sup>111</sup>, Saffron Walden has some of the best broadband coverage in Uttlesford whereas smaller rural settlements and households have some of the poorest coverage. Great Dunmow, Stansted Mountfitchet and Elsenham have reasonably good coverage.

**3.123**The Superfast Essex Programme, managed by Essex Superfast Broadband, aims to extend superfast broadband coverage where possible to 97% of the County by 2020. This work is being undertaken by Gigaclear. Although the commitment was for this to be complete by 2020, the latest

<sup>107</sup> Thames Water (no date) Drainage and Wastewater Management Plan Portal [online]. Available at: <https://storymaps.arcgis.com/stories/201050209c7a4658a1c2265aa4411375>

<sup>108</sup> Thames Water (2021) Shaping our wastewater future The approach we've taken to create collaborative planning objectives for our first Drainage and Wastewater Management Plan (DWMP) [online]. Available at: <https://www.thameswater.co.uk/media->

<library/home/about-us/regulation/drainage-and-wastewater/strategic-context-document.pdf>

<sup>109</sup> OFCOM (2020) Data Downloads [online]. Available at: <https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2020/data-downloads>

<sup>110</sup> BT (no date) About broadband universal service [online]. Available at: <https://www.bt.com/broadband/USO>

<sup>111</sup> Ofcom (2017) Broadband Download Average Speed 2017.

programme indicates that this work is still ongoing and is mostly likely to be completed by December 2021<sup>112</sup>.

**3.124**The UK Telecoms Infrastructure Review was published in 2018<sup>113</sup>. It sets out the Government's ambition to roll out full fibre connections to all premises by 2033. This can provide speeds of up to 1 gigabit per second. Between March 2020 and March 2021, gigabit connectivity increased from 9% of UK premises to 39%. In accordance with their ambitions, the government has announced £5 million of funding for project gigabit – a project to help deliver gigabit speed internet to 510,000 premises, beginning in 2022. One of the areas covered is Essex. There is also anticipated to be further funding available for gigabit speed internet delivery in Essex as part of this project, but details have not yet been released<sup>114</sup>.

**3.125**Generally, new developments are expected to include superfast broadband connections to all new premises<sup>115</sup>. Although this is more problematic for smaller developments (generally fewer than 25 homes) because installation tends to be more expensive.

### Delivery organisations

#### Water supply and waste water treatment

- Affinity Water
- Thames Water
- Anglian Water

#### Electricity and Gas

- National Grid
- UK Power Networks

#### Telecoms

- Gigaclear
- BT Openreach
- Virgin Media O2

- Essex Superfast Broadband

### Funding

#### Water supply and waste water treatment

**3.126**Funding for water supply and water treatment processes comes generally from the commercial operations of the relevant water companies. Where new development comes forward the expectation is that the development will provide for the cost of new infrastructure<sup>116</sup>.

#### Electricity and Gas

**3.127**Funding for electricity and gas infrastructure comes generally from the commercial operations of the relevant companies and from government funding for major upgrades. Where new development comes forward the expectation is that the development will provide for the cost of new infrastructure<sup>117,118</sup>.

#### Telecoms

**3.128**Funding for Telecoms generally comes from the commercial operations of the relevant companies, although national and local government funding is also used to deliver services which are less viable to reach (such as the Superfast Essex programme).

**3.129**Where new connections are needed as a result of development, a connection charge is usually applied. These are different across the service providers.

### Critical issues and implications

#### Water supply and waste water treatment

**3.130**The key issue in relation to water supply is the over-abstraction of ground and surface water which already occurs. This is resulting in negative effects on chalk streams in the district and surrounding area, which are environmentally diverse features. The Environment Agency is undertaking a review of abstraction licences across the country in order to

<sup>112</sup> Superfast Essex (no date) Our work with Gigaclear [online]. Available at: <https://www.superfastessex.org/get-connected/our-work/gigaclear/>

<sup>113</sup> HM Government (2018) UK Telecoms Infrastructure Review [online]. Available at: <https://www.gov.uk/government/publications/future-telecoms-infrastructure-review>

<sup>114</sup> HM Government (2021) Press release: Government launches new £5bn 'Project Gigabit' [online]. Available at: <https://www.gov.uk/government/news/government-launches-new-5bn-project-gigabit>

<sup>115</sup> HM Government (2020) Press release: New-build homes to come gigabit-speed ready [online]. Available at:

<https://www.gov.uk/government/news/new-build-homes-to-come-gigabit-speed-ready>

<sup>116</sup> Affinity Water (no date) Charging Arrangements for New Connections Services 2019 /2020 [online]. Available at: <https://www.affinitywater.co.uk/docs/developer/201920/Final-New-Connections-Charging-Arrangments-2020-2021.pdf>

<sup>117</sup> UK Power Networks (no date) Connect a new electricity supply [online]. Available from: <https://www.ukpowernetworks.co.uk/electricity/new-connection>

<sup>118</sup> National Grid (2021) Applying for a new connection [online]. Available at: <https://www.nationalgrid.com/uk/gas-transmission/connections/applying-connection>

help address these issues<sup>119</sup>. Whilst the water company plan sets out that the district can be supplied by bringing in water from elsewhere, this is partly dependent on abstractions in surrounding districts, many of which are facing the same issue, or upon infrastructure which does not yet have consent and will not be available for 15 years. Further discussions will be held with the water companies to ensure that long term supplies, during and beyond the plan period, are robust.

**3.131**In terms of treatment, the key issue is the reduction of pollution events, which the relevant water companies are already taking action upon. The proposed development locations will need to be tested to ascertain the potential impact on water supply and treatment infrastructure.

### Electricity and Gas

**3.132**There are a number of pressures on the electricity infrastructure arising from the presence of more and smaller generating stations, such as solar farms and even micro-generation on homes and other premises. As such, electricity distributors are already investing in more dynamic grid infrastructure to account for this.

**3.133**Another key issue will be the anticipated move away from gas as an energy source, which is likely to result in increased demands on the electricity network. The implications of increased home working arising from the Covid-19 pandemic are also likely to result in more resources being utilised than previously.

**3.134**Electric vehicles are likely to result in greater demand for electricity, smart charging will be vital to ensure that such peaks are reduced but it is still anticipated that the demand for electricity will increase<sup>120</sup>.

**3.135**Gas use is expected to decline in Uttlesford, as with the rest of the UK as consumers transition to more sustainable forms of energy. The UK Government considers that hydrogen may be a replacement for gas, and has set out its hydrogen strategy. The key implications of this for Uttlesford are to ensure that 'hydrogen ready' technology is used where new or replacement equipment such as boilers are installed, potentially by 2026. In future the current gas transmission network may be used for Hydrogen, but changes are likely to be required before this can occur. The timescales for this are unclear.

### Telecoms

**3.136**Higher speed telecoms are essential in helping to address the key issues of climate change by offering people the opportunity access services and employment from home, and also to make sure that businesses in Uttlesford can reach a wide clientele and engage in global collaboration.

**3.137**The rural nature of Uttlesford, which results in a dispersed settlement pattern creates difficulties to delivering high speed internet to commercial operators whilst some government funding is being leveraged by Superfast Essex, the more funding, and the faster the rollout of higher speeds can progress, the better.

### Waste management

#### Current context

**3.138**The Joint Waste Planning Authority responsible for waste in Uttlesford is ECC. Of the 21 major public-facing recycling centres for household waste in Essex, Saffron Walden Recycling Centre is the only one located in Uttlesford. According to information gathered during infrastructure provider workshops, this is understood to be operating at or very near to capacity.

**3.139**There are also approximately 22 smaller and local sites in Uttlesford where residents can take recyclable textiles and glass.

**3.140**The one municipal waste transfer station in Uttlesford is located in Great Dunmow and is safeguarded as integral to managing household waste sustainably. Furthermore Cordons Farm at Long Green in Braintree also takes waste arising in Uttlesford.

**3.141**Waste recycling centre sites located outside of the plan area in Braintree, Chelmsford, Mountnessing and Harlow are used by residents of Uttlesford. These are also understood to be operating at or near capacity. As such, housing growth in the District will need to be accompanied by expansion of existing and delivery of new waste infrastructure.

**3.142**The waste local plan<sup>121</sup> sets out that in order to ensure there is sufficient waste capacity in the waste local plan area, a number of new waste facilities will be required. These will not be facilities open to the public such as recycling centres, but rather for the transfer, processing or disposal of waste. Strategic allocations for new waste management facilities

<sup>119</sup> Hm Government (2021) Policy Paper: Water Abstraction Plan: Environment [online]. Available at: <https://www.gov.uk/government/publications/water-abstraction-plan-2017/water-abstraction-plan-environment>

<sup>120</sup> National Grid (2021) Future energy Scenarios [online]. Available at: <https://www.nationalgrideso.com/document/199871/download>

<sup>121</sup> Essex County Council and Southend-on-Sea Borough Council (2017) Essex and Southend-on-Sea Waste Local Plan [online]. Available at: <https://assets.ctfassets.net/knkzaf64jx5x/5MMZ5nNFmOCpF56iqb0Jc/e6f7ab4cba4ed1198c67b87be7b375e7/waste-local-plan-2017-compressed.pdf>

have been identified at Elsenham, Crumps Farm, Great and Little Canfield, Newport Quarry and Little Bullocks Farm, Great and Little Canfield.

### Delivery organisations

**3.143** ECC - Waste Planning Authority

### Funding

**3.144** Waste management is generally undertaken by commercial companies. However, some waste management facilities are provided by ECC, and collection by Uttlesford District Council. These facilities are dependent on council funding<sup>122</sup>.

### Critical issues and implications

**3.145** The capacity of waste recycling centres is likely to be the key issue in terms of waste management, and the expansion of recycling centre facilities to accommodate the demands of new housing in Uttlesford should be considered.

## Flooding and drainage

### Current context

**3.146** The responsibility for flood risk management and drainage is shared between ECC, the Environment Agency and waste water treatment companies. As lead local flood authority (LLFA), ECC is responsible for coordinating the management of flood risk across Uttlesford from flood sources arising from surface water, ground water and ordinary watercourses. The Environment Agency has a responsibility for the main rivers that are situated within the district, as well as responsibility for maintaining and managing flooding from these rivers. Anglian Water and Thames Water are responsible for addressing flooding impacts from the sewerage system.

**3.147** The district is located in the headwaters of the Thames and Anglian River Basin Districts (RBDs). In the Thames RBD, the Lee Upper Catchment and Roding Beam and Ingrebourne Catchment are located in Uttlesford. From the Anglian RBD,

the Cam and Ely Ouse Catchment and Essex Combined Catchment are located in Uttlesford.

**3.148** The strategic flood risk assessment carried out to support the previous local plan preparation<sup>123</sup> sets out that many settlements have experienced flooding in the past. Flood risk is exacerbated by poor management of drains and culverts but the greatest risk from flooding results from ordinary watercourses and surface water. The assessment strongly promoted sustainable urban drainage solutions (SuDS) in order to help address flood risk impacts.

**3.149** The Local Flood Risk Management Strategy<sup>124</sup> sets out ECC's aims and actions to reduce the impact of local flooding to local communities which include mapping local routes for water and building flood defences.

**3.150** In 2020, ECC released the Sustainable Drainage Systems Design Guide<sup>125</sup> which provides a set of standards for developers, designers and consultants who are seeking guidance on the LLFAs standards for the design of sustainable surface water drainage in Essex. It provides guidance on the planning, design and delivery of attractive and high-quality SuDS schemes which should offer multiple benefits to the environment and community.

**3.151** As set out in the Waste Water section above, both Thames Water and Anglian Water have recorded pollution incidents (i.e. localised flooding) on their networks which number above the Environment Agency standards. Both organisations have set out ambitions to improve infrastructure in order to significantly limit these pollution incidents.

### Delivery organisations

- ECC – Lead Local Flood Authority
- Environment Agency
- Anglian Water
- Thames Water

### Funding

**3.152** Funding for flood risk management schemes comes from either environment agency or ECC budgets. Where large or strategic schemes are required, government funding can

<sup>122</sup> Uttlesford District Council (2021) General Fund and Council Tax – 2021/22 Appendix H [online]. Available at: <https://uttlesford.moderngov.co.uk/documents/s22559/Appendix%20H%20-%20General%20Fund%20and%20Council%20Tax.pdf>

<sup>123</sup> JBA Consulting (2016) Uttlesford Strategic Flood Risk Assessment Final Report [online]. Available at: [https://www.uttlesford.gov.uk/media/5545/Uttlesford-Strategic-Flood-Risk-Assessment-May-2016/pdf/2015s2938\\_-](https://www.uttlesford.gov.uk/media/5545/Uttlesford-Strategic-Flood-Risk-Assessment-May-2016/pdf/2015s2938_-Uttlesford_SFRA_v3.0.pdf?m=636005689900470000)

[https://www.uttlesford.gov.uk/media/5546/Uttlesford-Strategic-Flood-Risk-Assessment-Maps-May-](https://www.uttlesford.gov.uk/media/5546/Uttlesford-Strategic-Flood-Risk-Assessment-Maps-May-2016/pdf/Uttlesford_SFRA_v2.0_2015s2938_MAPS.pdf?m=636005694897670000)

[2016/pdf/Uttlesford\\_SFRA\\_v2.0\\_2015s2938\\_MAPS.pdf?m=636005694897670000](https://www.flood.essex.gov.uk/media/1293/essex-local-flood-risk-management-strategy.pdf)

<sup>124</sup> Essex County Council (no date) Local Flood Risk Management Strategy [online] Available at: <https://www.flood.essex.gov.uk/media/1293/essex-local-flood-risk-management-strategy.pdf>

<sup>125</sup> Essex County Council (2020) Sustainable Drainage Systems Design Guide [online] Available at: [https://www.essexdesignguide.co.uk/pdf/SuDS\\_Design\\_Guide\\_2020.pdf](https://www.essexdesignguide.co.uk/pdf/SuDS_Design_Guide_2020.pdf)

also be collected. If new development will benefit from such a scheme, developer contributions may also be collected towards it.

**3.153** In accordance with the NPPF, developments must mitigate flood risk within their site and ensure that flooding is not worsened for surrounding areas.

### Critical issues and implications

**3.154** Climate change is anticipated to worsen storm events and this is likely to result in more flooding events, and potentially at deeper depths. The strategic flood risk assessment will need to take into account the implications of climate change in its modelling (this is standard practice as set out in relevant guidance).

**3.155** Provision of SuDS within new development has the potential to provide ecological habitat, thereby helping to address flood risk and ecological issues.

## Community

### Overview

**3.156** Community can be hard to define and prescribe in terms of infrastructure planning. Whilst planning can provide spaces for community and local culture to develop and be experienced, there are several other mechanisms which must come forward to ensure an area owns, explores and expresses its own community identity. This section explores the areas where infrastructure planning can make a difference, considering community centres and youth facilities, libraries and other venues for music, art and culture.

**3.157A** Culture, Creativity & Arts baseline assessment is currently being undertaken and will be taken into account in future versions of the IDP.

### Current context

#### Community centres and youth spaces

**3.158** The Uttlesford Sports Development Strategy<sup>126</sup> sets out that there are currently 54 community centres in Uttlesford, equivalent to one per 1,471 persons. The whole population of Uttlesford is within a 10-minute drive of their most local hall. The strategy identifies no strategic need for additional provision, however this will be reviewed as the emerging local plan develops as set out above a baseline assessment of

culture, creativity and the arts is being undertaken and will feed into future iterations of the IDP.

### Libraries

**3.159** The Library Service is statutory (1964 Public Libraries & Museums Act) and is required to provide a comprehensive and efficient service for all persons living, working and studying in Essex. Library services in Uttlesford are provided by ECC and there are currently four public libraries in the District. Stansted Mountfitchet, Great Dunmow, Saffron Walden and Thaxted all provide a full-time service.

**3.160A** mobile library and home library service is also in operation which visits a range of settlements throughout Uttlesford fortnightly and provides a service for those who cannot access the four public libraries.

**3.161** The ECC Future Libraries work<sup>127</sup> sets out that the use of libraries in Essex has declined significantly and that there are significant funding shortfalls which result in the need for a review of library property. The strategy sets out that most libraries will not be provided in their current buildings, but rather will be located in buildings which share other services, by 2024.

**3.162** The strategy identifies three different 'tiers' of library – tier 1 are 'hub' libraries which will be the best resourced and managed by ECC. In Uttlesford, this includes the library at Saffron Walden only. Tier 2 libraries will be managed by ECC. In Uttlesford, these include library provision at Great Dunmow. The Strategy sets out that libraries at Stansted Mountfitchet and Thaxted are considered tier 4 will be closed.

### Delivery organisations

**3.163** Buildings which provide for community uses are managed by several different stakeholders, including Uttlesford District Council, Essex County Council and parish and town councils. This requires partnership working in order to ensure community services are provided in an efficient and integrated way.

### Funding

**3.164** Funding for community centres arises from the commercial activities of the individual building, but are usually supported by additional funding from local government and other grants from charitable organisations such as the National Lottery. Developer contributions may be collected

<sup>126</sup> Ploszajski Lynch Consulting Ltd (2016) Sports Facilities Development Strategy [online]. Available at: [https://www.uttlesford.gov.uk/media/5608/Sports-Facilities-Development-Strategy-January-2016/pdf/Sports\\_Facilities\\_Development\\_Strategy\\_January\\_2016.pdf?m=635913231609400000](https://www.uttlesford.gov.uk/media/5608/Sports-Facilities-Development-Strategy-January-2016/pdf/Sports_Facilities_Development_Strategy_January_2016.pdf?m=635913231609400000)

<sup>127</sup> ECC (2019) Essex Future Library Services Consultation summary and survey form [online]. Available at: <https://libraries.essex.gov.uk/media/1015667/draft-essex-library-services-strategy-summary.pdf>

where new development is likely to increase demand on new existing facilities and where large scale development is coming forward it is assumed that community provision would be provided by that development.

**3.165** Funding for youth facilities and libraries comes from ECC budgets and where there is likely to be an increase in demand arising from development, contributions are expected<sup>128</sup>.

### Critical issues and implications

**3.166** The Covid-19 pandemic and resulting lock downs and social distancing requirements significantly affected the use of and income for cultural facilities across the UK. The key issue for future years is likely to involve encouraging people back to use such facilities and to seek revenue support to ensure that the services and programmes to meet community needs can be provided.

**3.167** Culture, creativity and the arts can contribute to the covid economic recovery and to the rural and visitor economy. Furthermore, there may be opportunities for new users as more people may be in their local areas, due to increased working from home compared to the case pre-pandemic.

## Emergency services

### Current context

**3.168** There are three main emergency services operating in Uttlesford – the Police, Fire and Rescue and Ambulances. These are responsive organisations with a duty to serve the population within their area, and so the deployment of resources is based on response times to serve the population.

### Police

**3.169** Essex Police provide police services to Uttlesford residents. Development in Uttlesford will result in increased demand on the police service. The location and amount of development will influence if and how the service will need to adapt to accommodate the new population.

### Fire and Rescue

**3.170** The Essex County Fire and Rescue Authority is responsible for fire and rescue services covering an area over 1,400 square miles and a population of 1.8 million<sup>129</sup>. There are 50 fire stations provided by the authority. The Integrated Risk Management Plan<sup>130</sup> sets out that the current location

and capabilities of appliances and crews will meet the demand within our county. This will be reviewed as the emerging local plan develops.

### Ambulance

**3.171** Ambulance services in Uttlesford are operated by the East of England Ambulance Service NHS Trust. The spatial distribution of development in the emerging local plan will be discussed with the ambulance service.

### Delivery organisations

- Essex Police
- Essex County Fire and Rescue Authority
- East of England Ambulance Service

### Funding

**3.172** Funding for the three emergency services comes from government budgets and council tax. Developer contributions may also be collected if there is a demonstrable requirement.

### Critical issues and implications

**3.173A** A key issue for emergency services will be ensuring that the development proposals are considered and that the implications of the spatial strategy is understood.

<sup>128</sup> Essex County Council (2020) Essex County Council Developers' Guide to Infrastructure Contributions 2020 [online] Available at: <https://www.essex.gov.uk/planning-advice-guidance/guidance-for-developers>

<sup>129</sup> Essex Fire and rescue Service (no date) About us [online]. Available at: [https://www.essex-fire.gov.uk/About\\_Us/Our\\_Strategy/](https://www.essex-fire.gov.uk/About_Us/Our_Strategy/)

<sup>130</sup> Essex County Fire and Rescue Service (2020) Integrated Risk Management Plan 2020-2024 [online]. Available at: [https://www.essex-fire.gov.uk/img/pics/pdf\\_1596627142.pdf](https://www.essex-fire.gov.uk/img/pics/pdf_1596627142.pdf)

## **Appendix A**

### **Facilities Assessment**

**The following facilities  
assessment was undertaken by  
Uttlesford Council Officers**

Appendix A  
Facilities Assessment

Infrastructure Delivery Plan  
December 2021

Parish or Village	Population Estimate 2017	Dwellings Estimated in 2019	Secondary School	Primary School	Doctors Surgery	Dentist	Food Shops	Post Office	Community Hall	Rail Station	Allotments
Saffron Walden	17,050	7,739	1	4	2	7	6	2	3		5
Great Dunmow	9,636	4,691	1	2	2	4	2	1	2		1
Stansted Mountfitchet	6,459	2,950	1	3	1	3	2	1	1	1	1
Thaxted	3,325	1,462		1	1	1	2	1	1		1
Newport	2,371	1,221	1	1	1		1	1	1	1	1
Hatfield Heath	2,077	793		1	1		1	0.5	1		2
Takeley	5,212	1,978		2		2	1	1	1		
Great Chesterford	1,543	776		1	2		1		1	1	
Felsted	3,112	1,209		1	1		1	1	1		
Elsenham	2,620	1,475		1	1		1	1	1	1	1
Hatfield Broad Oak	1,268	541		1	1		1	1	1		1
Clavering	1,356	566		1			1	1	1		1
Stebbing	1,363	585		1			1		1		1
Birchanger	2,632	935		1			1		1		1
Henham	1,313	557		1			1	0.5	1		1
Wendens Ambo	459	202					1		1	1	
Quendon and Rickling	610	287		1					1		1
Debden	882	338		1			1	0.5	1		
Wimbish	1,705	543		1			1	0.5	1		
Flitch Green	2,457	883		1			1		1		



Appendix A  
Facilities Assessment

Infrastructure Delivery Plan  
December 2021

Parish or Village	Population Estimate 2017	Dwellings Estimated in 2019	Secondary School	Primary School	Doctors Surgery	Dentist	Food Shops	Post Office	Community Hall	Rail Station	Allotments
Widdington	473	202							1		1
Leaden Roding	691	274		1			1		1		
Ashdon	920	383		1					1		1
Great Easton	1,128	449		1					1		
Little Hallingbury	1,669	616		1				0.5	1		
Littlebury	862	358							1		
Radwinter	607	283		1				0.5	1		
Manuden	684	289		1					1		
Chrishall	582	236		1					1		
High Roding	511	231							1		1
Barnston	917	381							1		
Farnham	417	184		1					1		
High Easter	756	288							1		1
Great Sampford	618	236		1					1		