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**LOCAL PLAN LEADERSHIP GROUP held at COUNCIL CHAMBER -
COUNCIL OFFICES, LONDON ROAD, SAFFRON WALDEN, CB11 4ER, on
WEDNESDAY, 4 OCTOBER 2023 at 7.00 pm**

Present: Councillor G Bagnall (Chair)
Councillors C Criscione, J Evans, R Freeman, R Gooding,
R Pavitt (Vice-Chair), N Reeve and M Tayler

Officers in attendance: S Harrison (Principal Transport Infrastructure Planner), P Heath
(Principal Policy Officer), D Hermitage (Strategic Director of
Planning), P Holt (Chief Executive), A Maxted (Interim Planning
Policy Manager), C Shanley-Grozavu (Democratic Services
Officer) and C Welham (Planning Policy Officer)

Also
Present: Councillor P Lees (Leader of the Council)

6 PUBLIC SPEAKING

The following individuals addressed the meeting. Copies of their statements have been appended to the minutes.

- Pascale Muir
- Councillor Mark Coletta
- William Critchley
- Dr Jean Johnson
- Councillor Jane Gray (on behalf of Ashdon Neighbourhood Plan)
- Claire Russell
- Allison Evans
- Councillor Maggie Sutton (on behalf of Takeley Parish Council and Little Canfield Parish Council)
- Councillor Geoffrey Sell (on behalf of the Liberal Democrat Group)

A number of written statements had also been received, and circulated to the members prior to the start of the meeting:

- Val Waring
- Councillors Judy Emanuel and Neil Hargreaves
- David Rutter
- Mike Marriage (on behalf of Stop the Warish Hall Development Group)

Councillor Gooding arrived at 19:07

7 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received by Councillor Loughlin.

Apologies for lateness were received by Councillor Gooding.

There were no declarations of interest.

8 **MINUTES OF THE PREVIOUS MEETING**

The minutes of the previous meeting were approved as a correct record.

9 **DRAFT UTTLESFORD LOCAL PLAN 2021 - 2041 (REGULATION 18) CONSULTATION**

The Interim Planning Policy Manager gave a presentation on the Draft Uttlesford Local Plan 2021 - 2041 (Regulation 18) Consultation.

The Chair provided introductory remarks and said that he recognised that the decision before members would be the most difficult made to date. Furthermore, whatever the choice, it would not be popular with everyone. He explained that the Local Plan needed to be right for both current and future residents, and it was important not to compromise the benefits of one of these groups for the other.

He invited members in turn to ask their questions of clarification, and the following responses were provided by officers:

- The documentation before the LPLG was a working draft and further evidence would be added before both Cabinet and Full Council met to review it. Officers had endeavoured to allow both members and the public to see as much as possible, as early as possible.
- The Regulation 19 Local Plan would be substantially better and different than the current Regulation 18 draft Local Plan, as the consultation would allow officers to refine the Plan by incorporating the feedback received from community engagement.
- There would be an approximate six-month gap between the publication of the Regulation 19 Local Plan and the submission to the Secretary of State, as officers were required to process and format potentially thousands of consultation comments, as well as provide the Council's response to each topic area. This would ultimately produce a report which would assist the Planning Inspector with their consideration of the Plan at the examination stage.
- The timetable for producing the Local Plan was tight with little room for manoeuvre. However, officers were confident that it was achievable.
- The Local Plan needed to demonstrate that the infrastructure policies were deliverable as well as compliant with the expectations of what could and would be delivered by developers. For example, there was evidence to suggest that a link road between Thaxted Road and Radwinter Road in Saffron Walden would have a positive impact on the town, and it would be expected to be built by a developer as an estate road through their site.
- The housing allocations were calculated alongside existing completions and commitments up to 1st April 2023. Given that there had been more housing granted after this period, officers anticipated an adjustment in the numbers for Regulation 19, with a likely reduction to the housing allocation.

- There was also flexibility at the current stage of the Local Plan process for members to make a change in direction, in regard to site allocation, and this would not be prevented by any Planning process.
- The distribution of non-strategic housing allocations in settlements classified as “Large Villages” in the Settlement Hierarchy could be done so through Neighbourhood Plans. If a village were to adopt a Neighbourhood Plan, then they could control where their residual requirements would be placed, and it would be no longer the responsibility of the Local Plan to allocate and deliver these.
- Following the adoption of the Local Plan, the Director of Planning would commence work on developing proposals for a Community Infrastructure Levy (CIL). This would offer more investment and flexibility than was currently received through standard S106 agreement, as well as allow officers to develop infrastructure where it needed to be most.
- As defined in paragraph 48 of the NPPF, Local Planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation. In theory, the more advanced its preparation, the greater the weight that may be given; although the current Plan held no weight at the current time as it had yet to go out to the first stage of consultation.

Members discussed the draft documentation and concerns were raised regarding the evidence base. It was highlighted that some evidence, such as the transport studies, appeared to be inaccurate and an opportunity had been missed in the development of the draft Plan where members could review the evidence and input their local knowledge. In addition, further concerns were raised that the Group were recommending a draft Plan to Cabinet without seeing the full suite of documents which justified the decisions made, particularly around site allocations. It was noted that, whilst some of the evidence was not currently in the public domain, the LPLG had seen most of it at recent workshops.

Further discussions around the role of the LPLG in the production of the Plan were also had. The Chair said that the LPLG had not been consulted on alternative options or given the chance to integrate the rationale behind the decisions which they had been presented with; rather, they had been blindly supporting the work of officers. In response, Councillor Evans reminded the meeting that members were not professional planners and needed to rely on the quality of material assembled by the officers. Whilst the evidence base was currently incomplete, there was still sufficient evidence provided in the papers to feel reasonably confident that the work to date was adequate enough to move forward to Cabinet and Council for their critical review.

Councillor Pavitt highlighted that without a Local Plan, it was likely that the sites listed in the documentation would come forward any way, but they would not be developed under the control of the emerging policies. He explained that due to delays caused by a change of Executive, Covid-19 and staffing levels, officers did not have the luxury of time when considering strategic sites. Whilst the current draft plan was not perfect, it was a lot more attainable than the 2019 plan, especially if there was meaningful consultation.

The meeting was adjourned between 21:00 and 21:05

Following the reconvening of the meeting, the Leader of the Council confirmed that the LPLG would continue to meet and work with officers until the submission of Regulation 19 for examination. She reminded members that the recommendation before members was not to agree or endorse the draft Local Plan, but rather to move it forward to Cabinet who would in turn recommend that Full Council take a vote on whether it be put out for public consultation.

Members outlined their concerns again in making their decision without a full evidence base to inform them and highlighted the need to therefore put trust in officers.

Members also emphasised the importance of a public consultation which would receive a meaningful response through clear communication of the proposals and by listening to the comments provided.

The Chair said that whilst there were many policies which created the structure for a good plan, he was unable to support it. He said that he did not support the erosion of CPZ, especially as this conflicted with Core Policy 12 which sought to ensure the rural setting of the airport continued to be protected through the implantation of a CPZ.

He felt that there was a missed opportunity regarding development. Whilst the Plan was unable to stop the 7,000 committed development across the district, more could have been done with the second half of the housing allocation numbers, rather than continuing to add to existing developments. He said the current draft felt like a number of smaller plans in a few places and this was not master planning.

Councillor Evans thanked members for their views and said that these would be communicated at the upcoming meeting of Cabinet. Whilst additional evidence would be made available over the coming weeks, he proposed that an additional recommendation be added so that Draft Plan proceeded, subject to full site selection data being received before Cabinet.

The Chief Executive confirmed that the site allocation data would be ready before Full Council, but they were not confident that it would be available before Cabinet met.

Councillor Pavitt proposed that the amendment be revised so that the Draft Plan proceeded, subject to full site selection data being provided before Full Council. This received the consent of the meeting.

Councillor Reeve proposed the amended recommendation. This was seconded by Councillor Freeman.

RESOLVED: That the LPLG

- I. Recommend to Cabinet that the Draft Uttlesford Local Plan 2021 – 2041 (Regulation 18) document is published for six weeks consultation 3rd November 2023 to 15th December 2023.

- II. The above be subject to the full Site Selection data being received by members before Full Council.
- III. Provide delegated authority for the Director of Planning, in consultation with the Portfolio Holder for Planning, Infrastructure and Stansted Airport to make any minor corrections prior to consultation, including for typographical and formatting purposes.
- IV. Note the technical supporting evidence in preparation for publication alongside the Draft Uttlesford Local Plan 2021 – 2041 consultation.

The meeting ended 21:21

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Minute Annex

Submission from Pascale Muir to the Local Plan Leadership Group (4th October 2023)

I felt compelled to come to tonight's meeting to express my dismay and disappointment with the draft Local Plan, from the perspective of the southern end of the district. As we all well know Uttlesford has been subjected to a developers' free-for-all in the absence of a plan. They have taken full advantage, predominantly in the southern area around Takeley and Great Dunmow and still have many hundreds in the pipeline.

We residents of Uttlesford have all eagerly awaited the arrival of a substantive plan, expecting fair and reasonable growth control to be restored into local hands. However this draft plan promises to persist in allocating a disproportionate burden of new homes to those areas which have already had to absorb so much, and all to the detriment of our life choices, our natural environment, our wildlife, our infrastructure and our daily lives. In truth the outlook for the southern area looks as damaging and gloomy as it has been with no plan at all. The disparity of the allocation of sites is shouting loud and clear in angry red on the map on page 31 of your public document pack.

It's fair to say none of us wants all this housing in our own locality and yes, we all desperately want a robust Local Plan in place but it needs to be more equitable and some might see this draft as the pursuit of the perceived path of least resistance, if only to get one in place.

Pascale Muir
Resident of Great Dunmow

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Submission from Cllr Mark Coletta to the LPLG
4th October 2023

We eagerly await our new local plan, but regulation 18 strategy urgently needs major considerations in order to obtain Takeley councillor and resident buy in, with reference to the strategy map commercial areas B,D and residential development Area 8.

The concerns I raise here come directly from consultation with local Parish councils. When I mention Takeley from here on in I speak of Takeley inclusively as a Ward.

Takeley and Great Hallingbury are direct neighbours to Stansted Airport, one of the U.Ks busiest airports, Due to the dynamics of a major UK airport we have great comfort in the buffer that protects us. I speak of the Countryside Protection Zone created at a time when the airport's through put of 8 million passengers per annum increased to 25mpps.

MAG operates at 43mpps today yet our unchanged CPZ is now more important us than ever before. Our residents cannot comprehend any reduction or break up of the CPZ, our villages must not succumb to coalescence between residents, the airport and commercial infrastructure.

It would make more sense to increase the size of the CPZ in line with the airport's growing operations. Not reducing it exposing our residents to an unhealthy wellbeing and lifestyle.

Our residents are extremely concerned about the proposal of area B to build a gigantic industrial development along with Area D right at the most concentrated points of the B1256.

Reg 18 quotes area B as having good transport links, 2 buses an hour in each direction, a muddy overgrown cycle track to Birchanger, an M11 round about now unnavigable to pedestrians, doesn't equate to good transport amenities.

A recent planning application just a few hundred meters from the area B was refused by the Government's Planning Inspectorate as a totally inappropriate location for a similar but vastly smaller commercial development, due to its overbearing impact on residents, damage to local heritage and ecology.

We are soon to commence another planning committee hearing for a commercial redevelopment of Stansted Distribution Centre (Start Hill) for the building of huge warehousing just a hundred meters or so from the proposed Area B, this current proposal sees gargantuan warehousing and a massive increase in HGV traffic on the B1256.

We have recently welcomed the building of Stansted Northside Industrial complex less than 1 mile from Area B, securing immense commercial building stock for the future. The area of South Uttlesford already has an abundance of commercial enterprise, forcing commercial pressure and traffic congestion on to our residents.

Factoring in Artificial Intelligence, future commercial operations, especially warehousing will see a decline in human employment this is a foreseeable trend. Large scale warehousing will be operated by automated technology. The one thing yet to be seen is any reduction in HGV movements.

Intense concerns have been raised regarding the main artery that feeds our villages, the B1256 Dunmow Rd, A "country road B road" at breaking point today!

This is a main route in and out of Takeley and yet it is one of neglect, pot holes, road defects, overgrown vegetation, speeding hotspots, rat runs, and a HGV superhighway.

Year after year we report into Essex Highways to cut back vegetation and maintain this vital link. We are told finances are tight and repairs prioritized. I can see faults and repairs from over 3 years logged on their fault tracker. We cannot keep agreeing to development when our main supply route is in crisis. Last week the pedestrian walkway across the M11 Jcn 8 was removed with no alternative. Cutting off our pedestrian access to Bishops Stortford.

One accident on the M11 sees traffic backing up through Takeley Street. Residents on the B1256, Takeley 4 Ashes crossroads and Parsonage Lane are bombarded with 400 Elsenham Quarry HGV's daily pounding through our villages. This only viable route remains until 2030.

The B1256 is being abused today it is dotted along its length with listed assets, some just a curb stone from the road. Our current road network and infrastructure cannot support the commercial development in area B and D on the scales proposed. Our Parish Councils and residents strongly oppose these commercial developments.

We also see the proposal of residential development (Area 8) to be built on another main access route of Parsonage road servicing Takeley and surrounding villages. Takeley Ward struggles to understand why you would build housing on top of an airport. I can tell you first hand that living this distance from one of the UK's busiest runways is not for the faint hearted, your internal organs resonate as aircraft throttle off to sunnier climbs, along with thundering noise, fumes/pollution and increased traffic at the epicentre, this doesn't equate to a sustainable and healthy wellbeing for any new residents. We must insure the buffer zone remains around the airport to promote and enhance people's health and wellbeing. Logistically our road network cannot support the building of these developments.

I hastily conclude.

South Uttlesford already has an abundance of commercial stock

Our CPZ in South Uttlesford cannot be compromised, on the contrary it should be increased in line with the growth of airport operations.

The B1256 is at crisis point today it cannot support any increase in traffic movements.

Takeley's landscape, open characteristics, heritage and ecology are severely impacted with the plans proposed by Regulation 18.

The unstoppable onset of AI will see an employment reduction in warehouse operations we cannot guarantee additional warehousing will retain future employment.

Thank You

Submission from Willam Critchley to the LPLG (4/10/23)

Under these proposals urban sprawl will extend from the m11 junction along the b1256 corridor. A mixture of oversized industrial units and overpowering new build houses. The original separate villages and hamlets each with their own historical importance are coalescing into one blob

The very essence and rationale behind the original CPZ, established in 1995 to protect the countryside around the Airport is totally rejected.

The 2016 review into the CPZ by LUC confirms the importance and relevance of the CPZ. Highlighting that its aims align with the principles of green belt legislation.

Within my own community these proposals see Priors Green tripling in size. It is proposed that Area 5 of the CPZ is scrapped. Thereby merging Takeley, Smiths Green hamlet, and Little Canfield.

Takeley is a rural village set within an agrarian setting, it does not need a country park. In preparation for the Takeley neighbourhood plan 63% of residents requested various areas in Takeley should be protected. In the same report responding to the question what do you like about living in Takeley 56% referenced the environment and wildlife.

A report produced by Brighter Planning Partnership for Takeley Parish Council, May 2022 stated that The development of hamlets around greens reinforces the strong association of the settlement form and character with the landscape. The sense of being set away and 'isolated' from the main settlement of Takeley is still found at Smiths Green. The report continues confirming that to maintain the uniqueness of the areas there is no opportunity for development to the north of Takeley.

The B1256 is significantly overcrowded. Traffic levels are at density last seen before the A120 was built. Planners suggest buses or bicycles as a viable alternative. Essex Highways own reports into bus travel highlights issues for bus users such as overcrowding, journey delays, stressful commutes, with uncertainty and variability in journey times. The alternative to buses planners propose cycling. Not everyone can ride a bike. Employment & leisure centres in Bishops Stortford, Harlow or London are beyond the reach of a bike ride. Employers don't necessarily have suitable facilities for cyclists. Weather events, shift work are all likely to deter cyclists. As Essex Highways bus report states the alternative to bus or cycling is private car usage. In 2021 Department for Transport was highlighting traffic issues created by the multiple developments on the western side of the m11.

How much influence and input has Essex Council and Weston Homes owner of much of the land proposed for development had over these plans. Essex council are not stakeholders, in this instance they are landowners, the same as any other landowner offering sites for development.

With an identified commitment of 5,800 homes which provides in excess of the 5 year housing supply. The opportunity to look at unique and innovative solutions is presented to the council. An example to maximise potential around junction 7a of the M11, provides

housing for the new Hospital, whilst not impacting on existing communities and with clear transport links.

Takeley and Little Canfield are to be sacrificed to the God of Mammon.

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Submission by Dr Jean Johnson to the Local Plan Leadership Group, 4th October 2023

Development and growth for Uttlesford needs to be of benefit to the whole area. This document places unprecedented development in a very small areas without the requisite infrastructure in place. The plan is unsustainable. The improved level of infrastructure required particularly with regard to roads simply cannot happen within the timeframe of this flawed document. Most of you will be aware of the current chaos around the M11 Junction 8, B1256 and surrounding villages. It has gone on for months and will continue to do so.

Having read the document albeit briefly, I am shocked and concerned that a very large swathe of the CPZ is to be removed. The document states: "it is proposed that the CPZ area is amended to ensure the rural setting of the airport continues to be protected" and talks about "protection of significant areas around Stansted Airport (Countryside Protection Zone) to preserve its 'rural' character and ensure there is no coalescence with any of the nearby settlements". It does the opposite. The entire CPZ south of the Airport boundary from the A120 to Takeley Street has vanished. The A120 IS the airport boundary for much of the South of the airport. Thus, development WILL coalesce with the airport.

The report claims "the proposal would not adversely affect the open characteristics of the CPZ". 15 hectares of this CPZ land between the B1256 and the A120 will be designated as employment land. Transport would operate 24/7. It is within the Hatfield Forest Zone of influence, in fact literally across the road. Development this close to Hatfield Forest has special conditions because it is an SSSI. Let me give you an example. Any discharge of water is an issue. Guidance from Natural England is very clear. "New discharges (of water) must not be in or within 500m of an SSSI". For this reason alone, development of this area of the CPZ is questionable.

Any improvements to infrastructure -even if possible - would take YEARS.

The draft documentation says that Members wanted to preserve the CPZ. Preliminary work on a Takeley Neighbourhood Plan indicates the local community wants to preserve it. Uttlesford commissioned an independent report published in 2016 that said "We would not recommend the removal, in totality, of any parcels from the CPZ" ...and "The potential level of harm to the CPZ associated with the release of parcels is moderate or high for all parcels." The report identifies a high degree of harm should the area proposed for employment land be released from the CPZ, yet UDC are ignoring the independent consultants they themselves commissioned.

Finally, the potential damage to Hatfield Forest – an SSSI - by covering 15 hectares across the road with industrial buildings and concrete is unthinkable. If you really want to mitigate Hatfield Forest, - assign them this land.

I urge the authors of this document to rethink the impact on the area of the removal of large parts of the CPZ. There is no doubt they are under pressure from developers, but once this land has gone – it's gone forever.

I have actually seen the intended plans by a major developer who have also told us that they have had previous discussions with UDC and also with 2 major distribution companies. Not

only is the land opposite and alongside residential properties, traffic would turn onto the B1256 to the M11 Junction 8 or through the village to 4 Ashes. Both are already congested and at capacity.



Good evening-my name is Jane Gray – I am a member of the Ashdon Neighbourhood Plan Steering Group and also an Ashdon Parish councillor.

We strongly object to the draft Local Plan categorising Ashdon as a “Larger Village”.

We welcome that this draft Local Plan recognises the importance of NPs sitting alongside the Local Plan and both should be used to inform planning allocations across the district. However, the categorisation of Ashdon as a “Larger Village” undermines our NP with its detailed Ashdon specific policies. This categorisation means that we might as well tear up our recently completed NP, which local residents worked so hard to complete in close collaboration with Uttlesford officers.

A mere nine months ago this Council formally ‘made’ the Ashdon NP part of the statutory development plan for Uttlesford. At that meeting the plan was commended for being a detailed, well-informed document.

Our NP was evidence-led and the Independent Examiner concluded that it was an exceptionally good example of a NP - seeking to bring forward positive and sustainable development in Ashdon, strongly underpinned by community support and engagement, and evidence led.

Where is your evidence to support the classification of Ashdon as a “Larger Village” ?

Councillors, if you look at your own Settlement Hierarchy in the proposed draft Local Plan:

“Core Policy 3 defines the settlements across Uttlesford into four tiers based on an assessment of their population size, the number and range of facilities and services, their characteristics, accessibility, local employment opportunities and their functional relationship with their surrounding areas. Each tier of settlement has a different strategic role as defined by Core Policy 3.” (para 4.23 of draft Local Plan).

The draft Plan states: “Larger Villages are defined as larger and more sustainable villages that offer a wider range of services and are more well connected”. We fail to see how any of this applies to Ashdon, I will explain why.

1. A ‘Larger Village’ classification completely ignores the unique settlement pattern of Ashdon – it is not one village - it has 2 historic cores, Ashdon village and the smaller separate Church End, plus

other smaller hamlets – eg Water End and Steventon End and the ‘Ashdon’ population is dispersed across these different settlements in the Parish.

2. Ashdon has very limited facilities. Although we still have a primary school and a pub, there is no shop and the residents have to go into Saffron Walden for doctors, dentists, cash dispensers, library and all the other needs of residents.

3. Thirdly, we have limited employment opportunities.

4. Finally, although Walden is five miles away, there is sparse public transport and the road to Walden is winding and hilly and with the traffic nowadays it is certainly not safe for cyclists. With no effective public transport, living in Ashdon, makes residents virtually completely car dependent. We have poor connectivity on minor roads and fast traffic is ever-increasing.

Much of the main village is historically situated along the River Bourne valley and our professional NP Landscape Appraisal rated highly the views and the rural topography. Building on the upper reaches of the river valley and the road entrances was to be deplored and it concluded that large single developments would not be appropriate in Ashdon Parish.

We request, as part of this process, that Ashdon be reclassified as a smaller village to more appropriately reflect its population, its services and poor connectivity on rural roads, and lack of public or other sustainable transport options. There is no evidence to support a “Larger Village” classification and we refer you to our very detailed NP for evidence in support of a “Smaller Village” classification.

Please do not let this settlement categorisation undermine our very positive NP of Ashdon. The classification of Ashdon as a “Larger Village” is at odds with the core policies of the Local Plan on sustainable development and will make the Plan ‘unsound’.

Thank you for your time.

I would like to address you today on Uttlesford's proposed planning policy for renewables.

It cannot have escaped your notice that Uttlesford has become the "go to" destination for solar farm developers. The location of these solar developments is driven not by thoughtful planning considerations but by the willingness of farmers to offer their land for development. Despite clear government guidance requiring that the use of BMV land must be justified by the most compelling evidence, none of the solar farms approved by Uttlesford to date have been the subject of a genuine site selection exercise.

I applaud the intent of Core Policy 23 which requires that renewable energy must be generated on-site for all new developments. However, I accept that this policy can not address the generation of renewable energy for existing buildings. It follows that Uttlesford can expect more applications to develop large scale solar farms.

Uttlesford has already approved 163 MW of ground mounted solar generation capacity. If the proposed developments at Cutlers Green and Berden Hall are approved this will rise to 253 MW. Based on consumption figures put forward by developers, 253 MW is sufficient to power 79,000 homes. In 2021, Uttlesford had around 39,000 houses and the draft Plan assumes that 14,300 new homes will be built by 2041. So even if no new homes have on site energy generation - contrary to Core Policy 23 - there would still be over 82 MW of spare capacity.

So my first question is why Core Policy 26 begins with the text "The Council supports proposals for renewable and low carbon energy generation". Surely, there is a case for saying that Uttlesford already has sufficient renewable energy capacity?

A new local plan offers a once in a generation opportunity to take control of development in Uttlesford. So, if Councillors believe that there is still a case for more solar farms, they could adopt a much better approach to planning.

Para 155 of the NPPF states that:

“To help increase the use and supply of renewable and low carbon energy.. plans should consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure”

Apparently, the Uttlesford 'Call for Sites' yielded enough land to accommodate well in excess of 70,000 new homes. If Councillors genuinely believe that more ground mounted solar is needed, I fail to understand why Uttlesford did not issue a call for sites for renewables. At least 3 of the sites already put forward are in close proximity to the high voltage network and we know that suitable grade 3b land exists in the county¹. Moreover, other councils (including Stroud) have demonstrated that the approach advocated in the NPPF is deliverable. Why is Uttlesford so reluctant to take control of the location of future solar farms?

However, if these pleas fall on deaf ears I would like highlight a number of deficiencies in the text of Core Policy 26 which does not comply with National Planning Policy in some key respects.

Firstly, the passing reference to best and most versatile land is wholly inadequate. In order to comply with NPPF footnote 58, solar farm applications on BMV land must be accompanied by evidence that the use of BMV land is necessary.

Secondly, Core Policy 26 must specifically incorporate the requirements of NPPF paras 201 and 202, and should set out explicitly that where the development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

¹ Both the Cole End Solar Farm (UTT/21/0688/FUL) and Felsted Solar Farm (UTT/22/0007/FUL) are located on Grade 3b land

Thirdly, this policy must prioritise the development of rooftop solar. A recent CPRE report² confirms that existing warehouse rooftops and car parks could contribute more than half of the national target of 70GW of solar energy by 2035.

Fourthly, the reference to roofs being “structurally adequate” is a get out of jail free card for developers of ground mounted solar farms. This text must be revised.

Fifthly, the text in para 9.46 must be reflected in the wording of the core policy. In particular, the preference for the use of previously developed land should appear in the policy wording.

More generally, the decision to remove existing policies ENV5 and S7 is fundamentally mistaken. With respect, other local authorities deal much better with development in the countryside and the importance of protecting BMV land. Uttlesford should adopt Policy S67 of the 2023 Central Lincolnshire Local Plan³ and Policy 7S of the 2020 Bedford Local Plan⁴.

If Councillors do not address these issues, they will have failed in their key aims of conserving and enhancing the natural and historic environment and maintaining and enhancing the quality of life of Uttlesford residents.

² based on research by UCL:

https://www.ucl.ac.uk/bartlett/energy/sites/bartlett_energy/files/ucl_ei_net_zero_land_use_for_cpre_barrett_scamman_180523.pdf

³ <https://www.n-kesteven.gov.uk/sites/default/files/2023-04/Local%20Plan%20for%20adoption%20Approved%20by%20Committee.pdf>

⁴ <https://www.bedford.gov.uk/media/4011/download?inline>

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Submission by Allison Evans to the Local Plan Leadership Group (4th October 2023)

I am a local resident of Takeley Street, and our home has been in the same family since the 1930s. Historically Takeley Street was independent from the main village of Takeley, once being in the Parish of Hatfield Broad Oak, until recent boundary changes. Ribbon development has since joined the two, and Takeley Street has already lost its identity. We are a village, not an industrial town, and do not have the infrastructure a town would bring.

I can appreciate we have to expect change, but not to the detriment of the area we live. The Airport has been our family's bread-and-butter for three generations, as such I am all for Airport - and Airport related development, but this must be in the right locations. Just because an area of land is a few hundred yards from an airfield does not make it right.

Numerous documents making up the draft Local Plan were actually produced for the previously failed plans, some details are now out of date - including the employment land review. There have been some recent amendments, but certain documents have yet to be released. You must ask yourself why this is being withheld from public view.

Details are misleading, for instance - evidence might show the proposed site allocation North of Takeley Street as - 'adjacent' to Stansted Airport. On paper this appears ideal, in reality it isn't.

It fails to highlight it sits in an enclave completely cut off from the airport by the A120. A developer informed residents that the site "won't affect the village of Takeley, as it will be right turn only to junction 8". So effectively all site traffic wanting the A120 either East or West bound will still need to use junction 8.

The Junction is running at capacity, as highlighted in the South East 'Local Enterprise Partnership Business Case'. This one junction is already under enormous pressure, not only being the intersection for the M11, but also for the A120, an International Airport, Birchanger Green Services, Ramada Hotel, The Days in Hotel, and now the recently approved Stansted North.

At its junction with a B1256, it also serves local traffic travelling West from Takeley and surrounding villages to the local town and schools of Bishops Stortford and beyond. It is the 'only' direct route West where local traffic can cross the motorway, without the need to travel miles out the way on minor roads, in order to get around - Stansted Airport on the North or Hatfield Forest on the South. Those who use the A120 via the airport or Little Canfield must still touch junction 8.

Highway improvements are currently underway, but they will not reduce the ever increasing volume of traffic. Takeley also takes a significant number of HGVs which need access to the quarries and industrial areas of Elsenham and Henham. Weight restrictions prevent them taking other routes, such as the A120 through the Airport, or Grove Hill in Stansted.

How will traffic, especially lorries access the site whenever the M11 or A120 are closed - as happens often? The infrastructure is simply not there.

In your document the proposed site stretches for over a mile. We understood half of this site was put forward in the Call for sites for 750 plus houses. So is it to be half and half, or is it now all proposed to be employment.

Takeley residents are already affected by the Airport and all the associated problems that come with it, such as noise, fumes and airport parking etc. We cannot be expected to take the brunt of everything when so little is being proposed in other areas. We understood the new A120 constructed some 20 years ago was to relieve traffic through Takeley. Little did we know it would open it up as a developers charter.



TAKELEY PARISH COUNCIL

STATEMENT TO BE READ BY CLLR SUTTON AT THE LOCAL PLAN LEADERSHIP GROUP MEETING ON 4TH OCTOBER 2023

Dear Members and Officers

Takeley Parish Council asks the LPLG to review key issues in the current draft before it is released for the Reg 18 consultation. **We are concerned** about being allocated the most homes in the district, and we do intend to comment on housing and employment sites in detail. However, we believe that it is important that the timeline for the public consultation does not slip further, so these key changes, we believe can be done swiftly and that they are too important not to rectify:

- 1. Modify the CPZ Policy to revert to the original southern boundary line which extends to Hatfield Forest and the Flich Way Linear Country Park and not the A120.**

Reasons

- a) Minutes of the previous LPLG meeting, say, in item 4 - Local Plan Update, (quote) 'the Chair stated it was the LPLG's request to retain the current CPZ'.
- b) As an affected parish, this is our red line; and we feel that many other parishes across the district would agree.
- c) It is not supported by the 2016 LUC Study in the evidence base.
- d) It is important to retain the gap to preserve what was set out by the Government Inspector in the 1981-3 airports inquiry for an 'airport in the countryside',



TAKELEY PARISH COUNCIL

- e) Priors Green was previously created as an allocation within the Zone without changing the outer boundaries and all other permitted development is shown as such, within the Zone.
- f) Officer's reports have previously stated that the CPZ Policy is very old and out of date giving the impression of weakness, for example, Land West of Garnetts and East of Parsonage Rd, Takeley. However, inspectors have consistently given the policy moderate to significant weight, and appeal decisions can be provided, if requested.
- g) It would be seen by developers as 'going soft' on the CPZ, however much officers might try to say that there is no weight.

Example

- Weston Homes has already pounced on the news of this agenda item, by sending the draft plan information to the inspector at a planning hearing, saying it is a material consideration. Rightly or wrongly, it is already happening and this **will** weaken UDC's position on speculative development.

2. The second request is to fix any inconsistencies in the settlement hierarchy.

Reason

The hierarchy categories are the basis on which parishes are being asked to provide housing and if it is not seen to be a fair housing distribution, the strategy will be ineffective and potentially found unsound at inspection.

Example

Fritch Green is in the small village category. It was created as an allocation in Little Dunmow and it has since been made a separate parish, at the same



TAKELEY PARISH COUNCIL

time as Priors Green, which is in Takeley and Little Canfield parishes. The settlements are approximately the same size and have local centres including shops. Flich Green has more amenities than some of the 13 larger villages, who are being asked to provide 100 new homes each. In this draft plan, Priors Green has been joined with Takeley Village to effectively create two 'Local Rural Centres' in Takeley.

3. To correct factual errors.

Reason

Some factual errors influence the draft plan and even justify policy changes and allocations.

Examples

- a) Paragraph 10.37 (quote) 'Takeley has eight units in **main town centre** use.' Takeley is a village.
- b) In the summary at paragraph 77 and in the main document in paragraphs 6.19 and 6.30 it states that Stansted has overtaken Gatwick as (quote) '**the second busiest airport**' in the country and this wording seeks to justify the CPZ boundary change. Stansted Airport is **not** the second busiest airport in the country, it is the fourth, below Manchester.
- c) In referring to the boundary change for the CPZ, paragraph 6.30 says (quote) 'This has been partly successful and despite significant development at the airport, now the Country's second busiest airport, its surroundings remain predominantly rural.'

4. Matter to be referred to the Scrutiny Committee (during the Reg 18 stage)

To ensure that due diligence has been carried out when appointing consultants to work on the Local Plan and the Uttlesford Design Code



TAKELEY PARISH COUNCIL

Reason

If consultants are working for developers on allocated sites, strict controls should be put in place if they are also being engaged by UDC because the main stakeholders for the Local Plan are the Uttlesford residents and not the developers.

Examples

- a) In August we flagged up to Peter Holt and Dean Hermitage that there could be a conflict with the consultants working on the Uttlesford Design Code, who also work for Weston Homes. At that time, our concern was over village descriptions and **referring to Takeley and Newport as towns** and not villages. Takeley heritage around Smiths Green was also underplayed in their reports for the Design Code and Smiths Green is the area where Weston Homes wants to develop in this local plan.

- b) Developments previously dismissed at appeal, and some refused for a second time, feature highly in the draft plan.

In making these changes and referring other matters to the Scrutiny Committee, we believe that this will reduce the risk of a legal challenge.

LITTLE CANFIELD PARISH COUNCIL

STATEMENT TO BE READ BY CLLR SUTTON AT THE LOCAL PLAN LEADERSHIP GROUP MEETING ON 4TH OCTOBER 2023

Little Canfield Parish Council would like to support our fellow parishes in our dismay and outrage at the proposed erosion of the Countryside Protection Zone both by proposed boundary changes and the proposed housing allocations, especially as Essex County Council will enjoy significant benefit from the sale of the land within the CPZ.

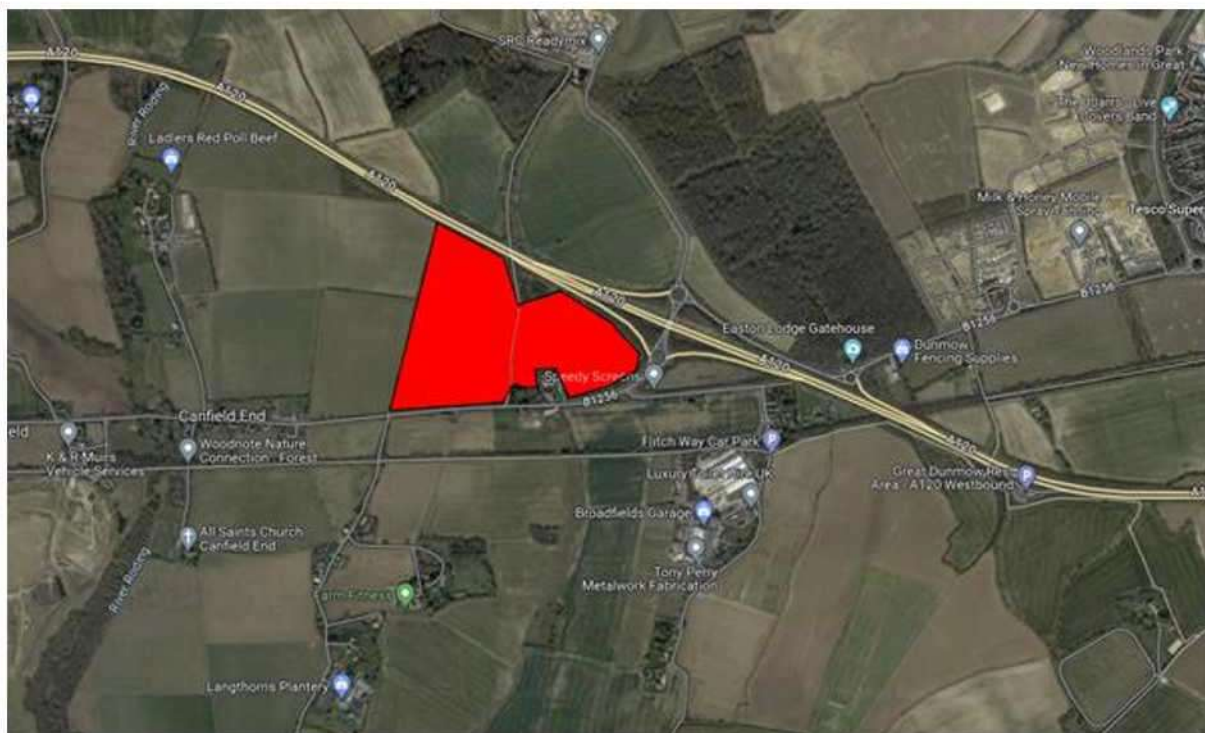
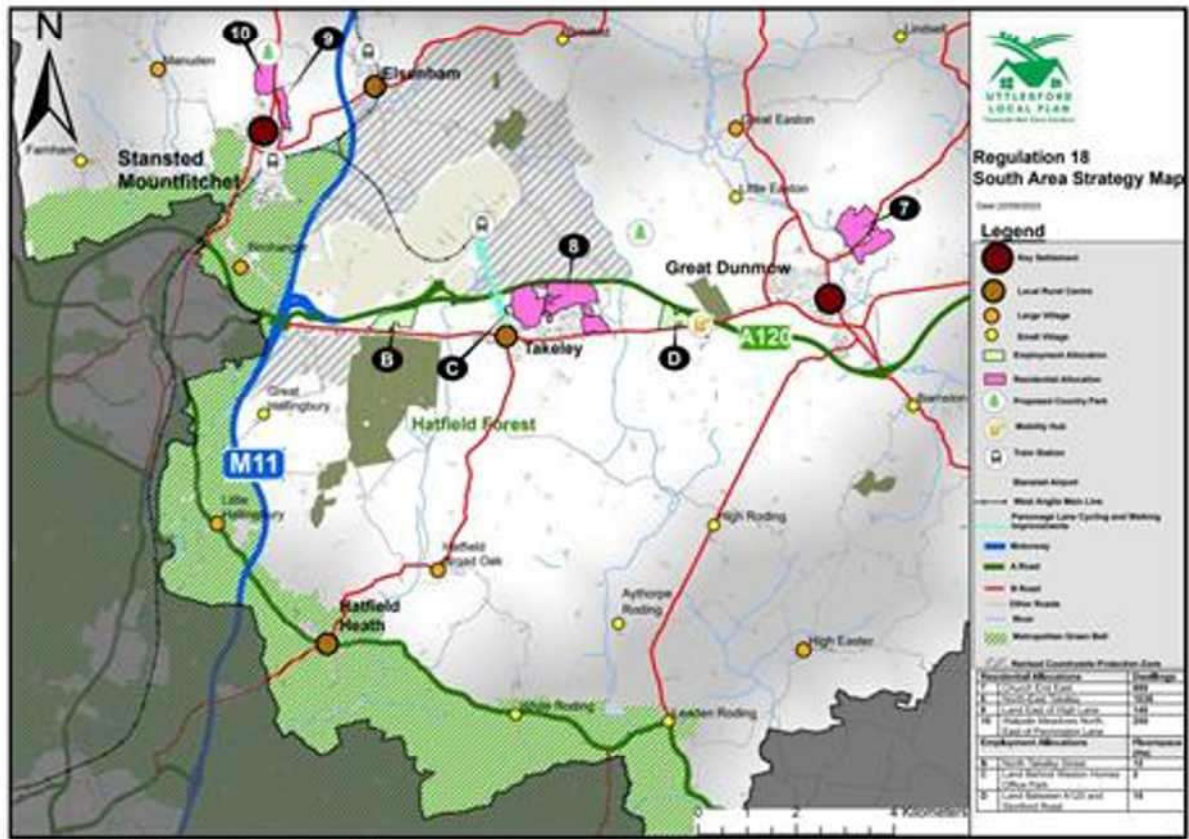
The Community has heard from the consultation that there is a desire to preserve the identity of the Little Canfield village, however there is a direct and disingenuous contradiction of that in the proposed housing allocations and an enormous industrial area near the A120, which would surround the listed building of Strood Hall.

This proposed Employment allocation will turn the Little Canfield village into an industrialized area with an already very questionable change of use that we have asked to be investigated at the Blue Gates site that sits directly opposite the entrance of this proposed employment allocated site. This is a rural setting with rolling fields and sits in the middle of the buffer zone between Little Canfield and Great Dunmow.

This would be an absolute travesty and would further support the undesirable joining up of development from Takeley through to Great Dunmow, completely obliterating the original character of the area and is completely out of place within the context of the surrounding land use.

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LITTLE CANFIELD PARISH COUNCIL MAPS FOR LPLG – CHARACTER OF LITTLE CANFIELD



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Additional Written Statements

Val Waring

I have had sight of the proposed local plan and understand that there will be a meeting next week sometime and that anyone wishing to make any comments regarding the local plan, should do so via this email.

Unless I am reading this incorrectly, there is some suggestion that an industrial area be created in Takeley by the traffic lights at Thremhall Park. I may be mistaken, but my understanding is that this is within the CPZ. I am sure everyone is aware that only recently the application made to the Planning Inspectorate by FKY Ltd for a logistics centre, also within the CPZ was refused, notwithstanding the fact that the Applicant argued that the CPZ was out of date.

Surely if this industrial area goes ahead, we are going to be faced with the same logistics issues that we would have had the FKY Ltd application been successful. I would almost understand it if there was nowhere else to go, but there is, North Side at Stansted being one very good option.

These roads are simply not designed for heavy good vehicles as they stand, the B1256 is already overused, any given day of the week the traffic backs up. Presumably any vehicles will come along the B1256 to join the M11 at Junction 8, already over capacity. What happens when the M11 roundabout is closed/blocked or the M11 at a standstill, a regular occurrence. Will everything head through the surrounding villages including Hatfield Broad Oak and Great Hallingbury so they can access the M11 at the new junction? We have seen much increase in traffic in these villages since the new junction was opened, specifically when there have been issues with junction 8, these rural roads are certainly not equipped to take more volume of traffic.

David Rutter

In respect of the draft local plan and the public document pack for 4th October

I would like to submit to the committee that the amends to the CPZ area is not in keeping with the councils commitments on climate change and the environment, And that the following clauses and other similar statements be removed prior to public consultation.

"On this basis, it is proposed that the CPZ area is amended to ensure the rural setting of the airport continues to be protected, but that the sustainable development proposed by the Plan is removed from the areas protected by the 1995 policy."

The CPZ was set up to protect the environment, and the trees and farmland and scrubs help to mitigate both the climate aspects and the air and noise pollution from the airport.

Any new areas set aside should be on brownfield sites, not green field and the CPZ must in all cases be protected and not reduced."

Councillors Emanuel and Hargreave

The paragraph highlighted below has been sent to the LP team, it requests that flexibility be included in the sites to come forward for Newport in the LP via the emerging NhP. This will help to mitigate the risk associated with the fact that the two site allocations proposed have been refused at public enquiry on the grounds of heritage and landscape harms, they are in close proximity to the motorway and are subject to traffic junction capacity issues. **We ask that the LPLG endorse our request.**

We have evidence to back our concerns that the sites proposed may not be deliverable. Not just the inspectors appeal decisions but an independent transport report (supplied to the LP team but not considered) that demonstrates that the two previous appeal sites (total 224) would take the junction of Wicken Road past its functional capacity. The LP proposal for Newport is for 412 and both sites would be accessed via the same junction in the historic core of the village.

The Neighbourhood plan team have been working on a revised NhP (with site allocations) for almost a year with the support of planning consultants O'Neill Homer and AECOM. Our site assessment process is well advanced and our project plan has our public consultation running in November this year. **The NhP will be adopted prior to the LP and will bring forward allocations equal to or greater than that required in the LP.** The NhP has identified sites that were not included in the call for sites process and have approached the land-owners to assess viability. In addition, as of last week a large site in Newport (for 240 dwellings) is now being marketed by Savills. This site has constraints, but fewer harms associated with it than either of the two included in the LP.

If the NhP fails to deliver a viable alternative then the LP is still able to come forward as proposed, there is no risk to the overall process by offering some flexibility in the mid-term.

The Newport, Quendon and Rickling NhP was adopted in 2021 and has supported three very positive schemes for the village totalling 113 dwellings since. It has prevented 13 inappropriate development proposals with **every** appeal decision since NhP adoption being dismissed.

Requested Text to be inserted in Regulation 18:

'The Neighbourhood Plan (NhP) for Newport, Quendon & Rickling has been reviewed and the Qualifying Body is bringing forward a replacement NhP that will include a housing site allocation policy with the intention of delivering at least the number of new homes required in the Local Plan for the key settlement of Newport and for the wider NhP area. The two councils will seek to agree the speediest and most effective means of planning for the delivery and co-ordination of those homes and any necessary supporting infrastructure in Newport before the respective plans are submitted for examination.'

Under Planning Guidance and the NPPF paras 13, 66 and 67, a LPA is required to proactively engage with neighbourhood plan-making bodies and to work with emerging Neighbourhood Plans. On request, a housing requirement for the NhP

area must be provided. Requests were made by the Newport Quendon & Rickling Neighbourhood Plan Steering Group to UDC in June, July and August 2023.

The Guidance states that a neighbourhood plan 'should support the delivery of strategic policies set out in the local plan or spatial development strategy'.

[Neighbourhood planning - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/neighbourhood-planning) See paras 003, 006 and 102.

48% of the sites being proposed within the LP have been fully or partially dismissed at appeal – that impacts 2,917 dwellings. This proposal may help to mitigate the risk of the inspector refusing the draft LP on those grounds.

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Comments by Mike Marriage on Behalf of STOP The Warish Hall Development Group for the Uttlesford Local Plan Leadership Group Meeting, 04/10/23

My name Mike Marriage and I'm writing on behalf of the 589 members of the STOP The Warish Hall Development group. Our group was formed in 2021 in opposition to the "Warish Hall Development" in Takeley which proposed a mixed use development around the Ancient Woodland of Prior's Wood, Protected Lane of Warish Hall Road and Smiths Green, which incorporates many listed buildings. The application was refused by the UDC Planning Committee and then dismissed at a subsequent appeal. A second application for a smaller parcel of this land was refused by a second inspector when resubmitted under S62A.

Our group is not opposed to house building generally, or house building in Takeley specifically; what we are opposed to, is house building in this inappropriate and harmful location. We were therefore shocked to see the fields around Prior's Wood, Smiths Green and Jacks Lane now included for development in the emerging Local Plan.

These sites form the rural heart of our village and are highly sensitive to change.

In the recent Takeley Parish Plan Questionnaire, woodland was listed as the most important landscape feature, prioritised by 95% of respondents.

Prior's Wood is by far the most prominent woodland in the Parish, the only others being in remote areas, north of the A120. It can therefore be reasonably assumed that Priors Wood is the most valuable landscape asset to our community. The draft plan proposes built development tight in on three sides of this irreplaceable heritage asset.

To quote the NPPF, para 180:

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists

To quote the inspector from the Warish Hall Development appeal:

26. ... Bull Field and Maggots form part of the wider open countryside to the north of Takeley and Smiths Green, and are an integral part of the local landscape character. They share their affinity with the countryside. This gives this part of the appeal site a high susceptibility to change..."

He went on:

"27. In my judgement, the development would introduce an urban form of development that would not be sympathetic to the local character and landscape setting..."

Prior's Wood, as an Ancient Woodland, has a value well beyond a simple collection of trees. The harm to it must be assessed beyond just physical damage but also to the setting, tranquility, public enjoyment, light pollution and ecosystem.

Development as proposed would unequivocally damage all of these aspects. A buffer zone as normally mandated for development close to Ancient Woodland is impossible to achieve in the location due to the pinch point at the entrance to the site. This is blatantly contrary to the NPPF.

The proposed extension of Prior's Wood appears bizarre and ill conceived. It results in a C-shaped wood with housing development in the centre of it. This area of development would also break the important link between the wood and the Grade 1 listed Warish Hall.

Furthermore, I would like to highlight that the Weston Homes development currently under construction on the adjacent "7 acres" is in breach of its planning conditions in relation to the protection of Prior's Wood.

Construction and ground works are happening well within the 15m exclusion zone, our group measured it at 8.2m from the tree trunks and approximately 2m from the canopy. The management of the site fails to abide by the Construction Ecological Management Plan (Biodiversity) on a number of measures, including protective fencing and signage. Weston Homes clearly have little interest in protecting what our village holds most dear.

Our group appreciates that housing needs to be built but we respectfully request that these areas, previously rejected for development by UDC and multiple inspectors, are protected. Please help protect the areas that are most important to our community and allow us to retain some sense of being a rural village rather than continuous development sandwiched between two major roads.

I attach a sketch below to show the areas to which I refer, circled in blue. We request that the only development allowed within the blue line is either public open space, recreational, or an extension to Roseacres School.

Yours

Mike Marriage

Takeley Resident and Co-Founder of *STOP The Warish Hall Development*.



Local Plan Leadership Group – October 4th 2023



Overview

1. Introduction
2. Draft Uttlesford Local Plan 2021 – 2041 Consultation
3. Next steps.
4. Any further questions and discussion?



1. Introduction

- The existing Uttlesford Local Plan is **out-of-date**.
- There have been two plans rejected by the Planning Inspectorate (**in 2014 and 2019**).
- The Council need a new Local Plan that is 'demonstrably' **sound**.
- This will ensure the Council can **gain control** of planning to support sustainable and quality development that is supported by appropriate infrastructure.
- We need to move away from unplanned, speculative development, that does not adequately plan for infrastructure – with no Plan, this form of development is likely to continue.



2. Draft Local Plan 2021 - 2041

Key Issues we are seeking to address:

- We need to be demonstrably following the advice from the previous Planning Inspectors to identify a range of sites of different size, type and geography. This is important to ensure a rolling land supply, to provide choice and support early delivery – and to ensure the plan is **SOUND**.
- We need to develop a strategy in the context of what this Plan needs to do – if we need c. 5,000 homes on strategic sites across the district, it wouldn't be reasonable to plan for 5,000 to 10,000 homes on a single site (in this Plan).
- We need to support **sustainable** development, by maximising opportunities for walking, cycling, public transport, and proximity to services/ employment etc – this also supports our employers/ retailers/ service providers.
- We need to ensure that any proposed allocations are providing for a range of new services, facilities and **infrastructure** that benefit our main existing (most sustainable) communities as well as any new residents – we know there is a deficit affecting many of our communities.
- It is important the Plan can be found **SOUND** – it needs to be consistent with Government Policy, Guidance and Legislation.



2. Draft Local Plan 2021 - 2041

- We are producing a **Draft Local Plan** for consultation. This is the Regulation 18 stage of plan making.
- This is an important stage in the process because the Council '**can**' (**and is likely to**) make changes to the document after the consultation, before the next stage.
- The next stage will be to produce the version of the Plan the Council intend to submit to the Secretary of State, that is the **Publication Plan** (Regulation 19), that is intended for publication in Summer 2024.
- The Council '**Cannot**' make any significant changes to the Publication Plan. Any consultation responses at that stage are forwarded to the Planning Inspector (s) and become business for the Examination.
- So, it is very important the Draft Plan is as detailed as possible, as that maximises the value of the Consultation. The more people can see what is proposed, the more than can respond. This is invaluable to ensure we have **meaningful and genuine consultation**.



2. Draft Local Plan 2021 - 2041

How do we process the Consultation Responses?

- We will consider every response we receive to the consultation.
- We will produce a comprehensive report setting out all of the comments and who has made them. They will be organised by topic, so it will be easy to see what has been said about each and every part of the Plan.
- For all the substantive points raised (i.e., each different issue) – we will provide a response for how the Plan will be changed, or why it isn't being changed if that is the case.
- It will be easy to see:
 - What has been said in relation to each issue raised.
 - Who has said what.
 - And, how the Council intends to respond.
- The report will be published alongside the updated Plan at the next stage around June/ July 2024



2. Draft Local Plan 2021 - 2041

Planning for Housing

- Our updated Housing Need is for **13,680** homes.
- We need to plan for some headroom, so we build flexibility and contingency into the Plan.
- We already have:
 - **980** homes completed (completions) since April 2021
 - **5,800** homes that have planning consent (commitments) up to April 2023*
 - A Windfall allowance for the Plan period of **1,500** homes
- This is **8,280** to contribute towards the total.
- We are proposing **5,076** homes on Strategic Allocations
- And **1,000** homes on non-strategic sites.
- This means we are currently planning for **14,356** homes in total.

*please note that we can anticipate the commitments figure increasing since April 2023, which may provide flexibility for 'adjusting' the extent of proposed allocations at the next stage of the process



2. Draft Local Plan 2021 - 2041

The Emerging Strategy

- We are proposing Ten Strategic Sites at our most sustainable settlements.
- We have developed indicative master-plans for each proposal so we can start to demonstrate how the sites 'could' come forward. This helps to demonstrate the sites will include:
 - **Environment** – large areas of open space with appropriate and sensitive consideration for landscape/ heritage/ biodiversity and opportunities for enhancing many of these features.
 - **Infrastructure** – including new schools, local centres, leisure and community facilities, including for health care, along with provision for utilities, etc.
 - **Transport** – maximising opportunities for supporting walking, cycling, public transport and improving accessibility. At Saffron Walden a new link road is proposed between Thaxted Road and Radwinter Road that is shown to have positive effects on traffic in the town centre, along with providing for a wide range of other benefits.
- These are proposals to help ensure the consultation is meaningful. There is scope to continue to refine them for the next stage of the Plan.



2. Draft Local Plan 2021 - 2041

The Emerging Strategy

Settlement	Completions	Commitments	Proposed Allocations	Total
Key Settlements				
Great Dunmow	416	2,361	869	3,646
Saffron Walden	189	1,020	1,280	2,489
Stansted Mountfitchet	18	37	390	445
Local Rural Centres				
Elsenham	17	1,017	0	1,034
Great Chesterford	36	193	0	229
Hatfield Heath	1	41	0	42
Newport	42	113	412	567
Takeley	273	489	1,636	2,398
Thaxted	6	78	489	573

This equates to around 43% of the proposed growth at our Key Settlements and 31% at our Local Rural Centres. The proposed non-strategic growth at our Larger Villages is around 6%.



2. Draft Local Plan 2021 - 2041

Why are there no proposals at Elsenham, Great Chesterford or Hatfield Heath?

Elsenham:

There are a number of suitable sites for development at Elsenham, but these already have planning permission and there are already over 1,000 homes committed at this settlement.

Great Chesterford:

Again, there are sites at Great Chesterford that could support sustainable development, but in one instance it would rely on access from neighbouring South Cambridgeshire. This may be possible and could be considered in the future, but given there is substantial uncertainty concerning the delivery of a Local Plan for Greater Cambridgeshire, there would be uncertainty surrounding the delivery of the site at the current time.

Hatfield Heath:

This settlement is located entirely within the Green Belt. As there are numerous opportunities to bring forward development elsewhere in the district and outside of the Green Belt there are not thought to be any 'exceptional circumstances' to justify development at Hatfield Heath.



2. Draft Local Plan 2021 - 2041

What about Appeal Sites?

- Some of the proposed allocations include areas that have previously been subject to planning applications that were refused at Appeal.
- Any refusals at Appeal were for technical reasons, such as a particular constraint not being adequately mitigated or addressed in the design for the development.
- This does not rule out the potential for development in any circumstances, it just means that the reason for refusal needs to have been adequately addressed.
- It may be that a proposed allocation is for a larger area and would support a more comprehensive development proposal that could more successfully and adequately address any constraints.



2. Draft Local Plan 2021 - 2041

What about the relationship between Neighbourhood Plans and the Local Plan?

- There is a great deal of very helpful policy and guidance set out in the NPPF and PPG to assist us. These are clear what the role is for Local Plans and Neighbourhoods Plans and what is expected for each.
- The PPG provides some helpful guidance about the role of Neighbourhood Plans. For example:
 - “A neighbourhood plan should support the delivery of strategic policies set out in the local plan”.
 - “Only a draft Neighbourhood Plan or Order that meets each of a set of basic conditions can be put to a referendum and be made” – this includes: “is in general conformity with the strategic policies contained in the development plan for the area”.
 - “Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies”.
 - “Neighbourhood planning groups should also give particular consideration to the opportunities for allocating small and medium-sized sites (of a size consistent with paragraph 69a) suitable for housing in their area”.
- The Council will continue to positively support communities who wish to prepare Neighbourhood Plans to help to make them as effective as possible.



2. Draft Local Plan 2021 - 2041

Employment

- The updated evidence identified a residual need for around 4.5 hectares for office uses and around 25 to 30 hectares for industrial uses - split between:
 - up to 5 hectares at Saffron Walden
 - 5 to 10 hectares at Great Dunmow, and
 - around 15 hectares in the Stansted area.
- There are four additional sites proposed:
 - **Gaunts End:** Office uses of up to 4.5 hectares.
 - **Saffron Walden (Land North of Thaxted Road/ Rear of Knights Road):** Industrial uses up to 3 hectares.
 - **Great Dunmow/ Takeley (Land between A120 & Stortford Road) –** Industrial uses of up to 15 hectares.
 - **Takeley (North of Takeley Street) –** Industrial uses of up to 15 hectares.



3. Next Steps

- Local Plan Leadership Group:
- Scrutiny Meeting:
- Cabinet Meeting:
- Full Council:

- Consultation Start:

Six weeks consultation to 15th December

(NB: the Cabinet Papers will be published 9th October if you want some extra time to start reading)...

- We then consider all of the consultation responses and update the plan ready for the Publication Stage next year (June/ July 2024)



3. Next Steps

Consultation

- Press Releases in local newspapers, E-newsletters and Social Media – at the beginning of consultation – W/C 30th October
- Community Engagement Events, 3 events will be taking place around the district, Gt. Chesterford, Gt. Dunmow and Manuden (tbc). These sessions will be an opportunity for members of public to look at the draft plan and meet officers to discuss aspects of the plan that are important to them – W/C 13th November
- District wide information booklet drop, informing every household about the LP consultation, what it is, why it's important and how people can comment – W/C 20th November
- Continued E-news and social media will provide further short facts about the plan and provide a countdown to the end of consultation and outline how people can comment. 20th November – 15th December.
























4. Questions and Discussion

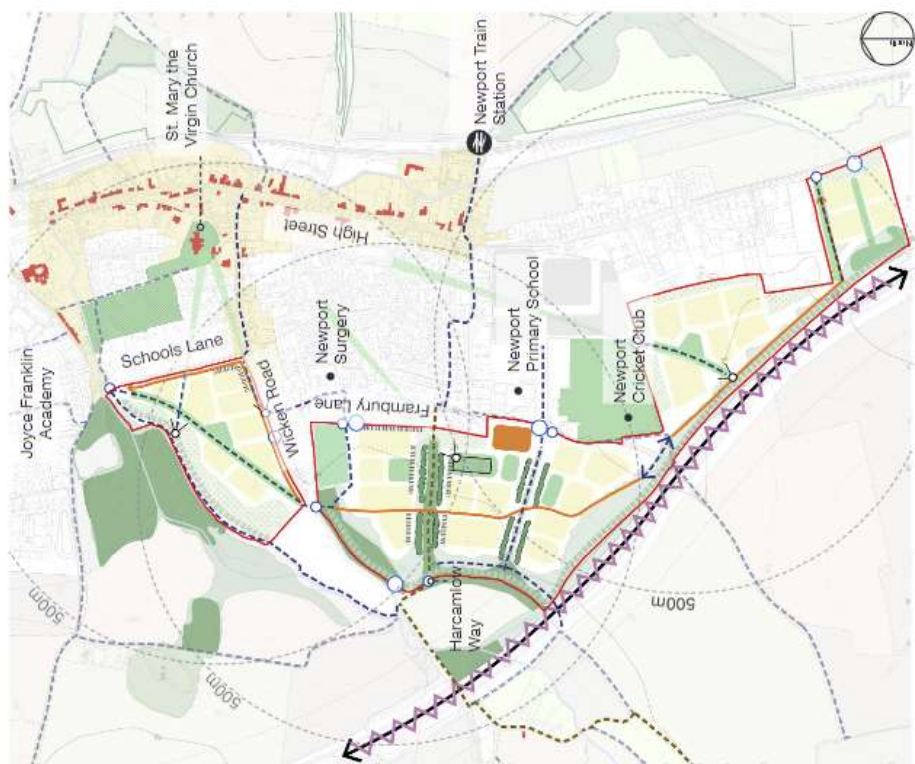




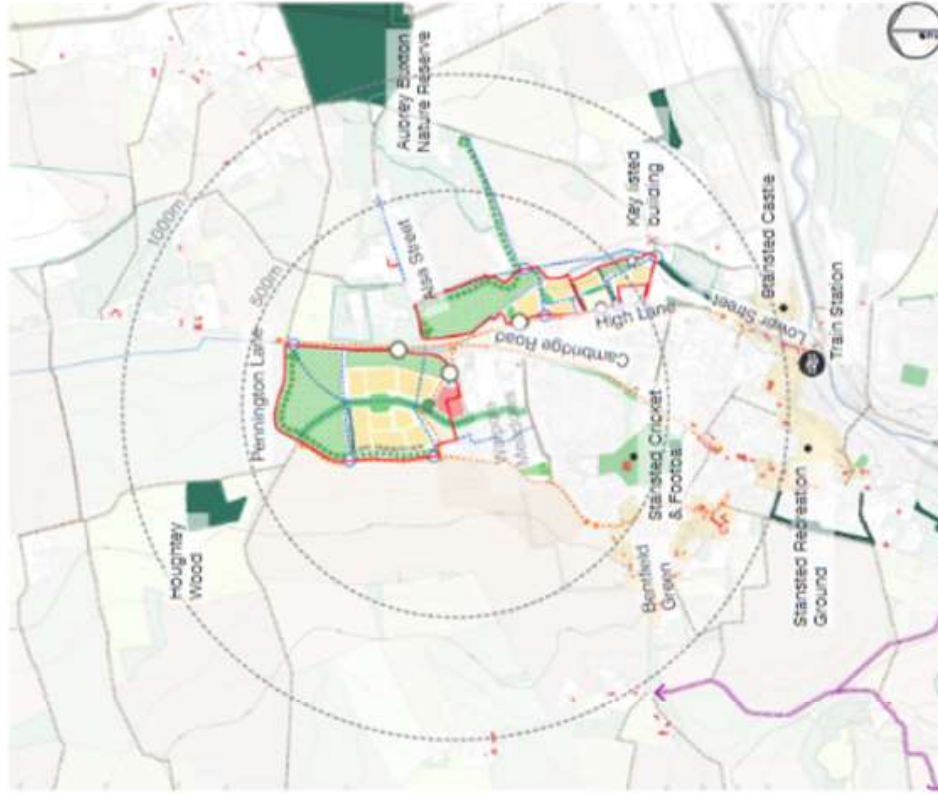
Round Up & Summary

-  Site Boundary
-  New development in construction or with resolution to grant
-  Listed Buildings
-  Protected Open Space
-  Important Woodlands
-  County Wildlife Sites
-  Public Rights of Way
-  Key Views
-  Existing vegetation
-  Protected Lanes
-  Vehicle access
-  Pedestrian and cycle access
-  Semi-natural open space
-  Formal open space (play/lawn/public amenity)
-  Footpath and/or cycle connection
-  Active travel route potential
-  Active edge treatment
-  Flexible non-residential use
-  Residential
-  Additional community use
-  Nature/Habitat corridors





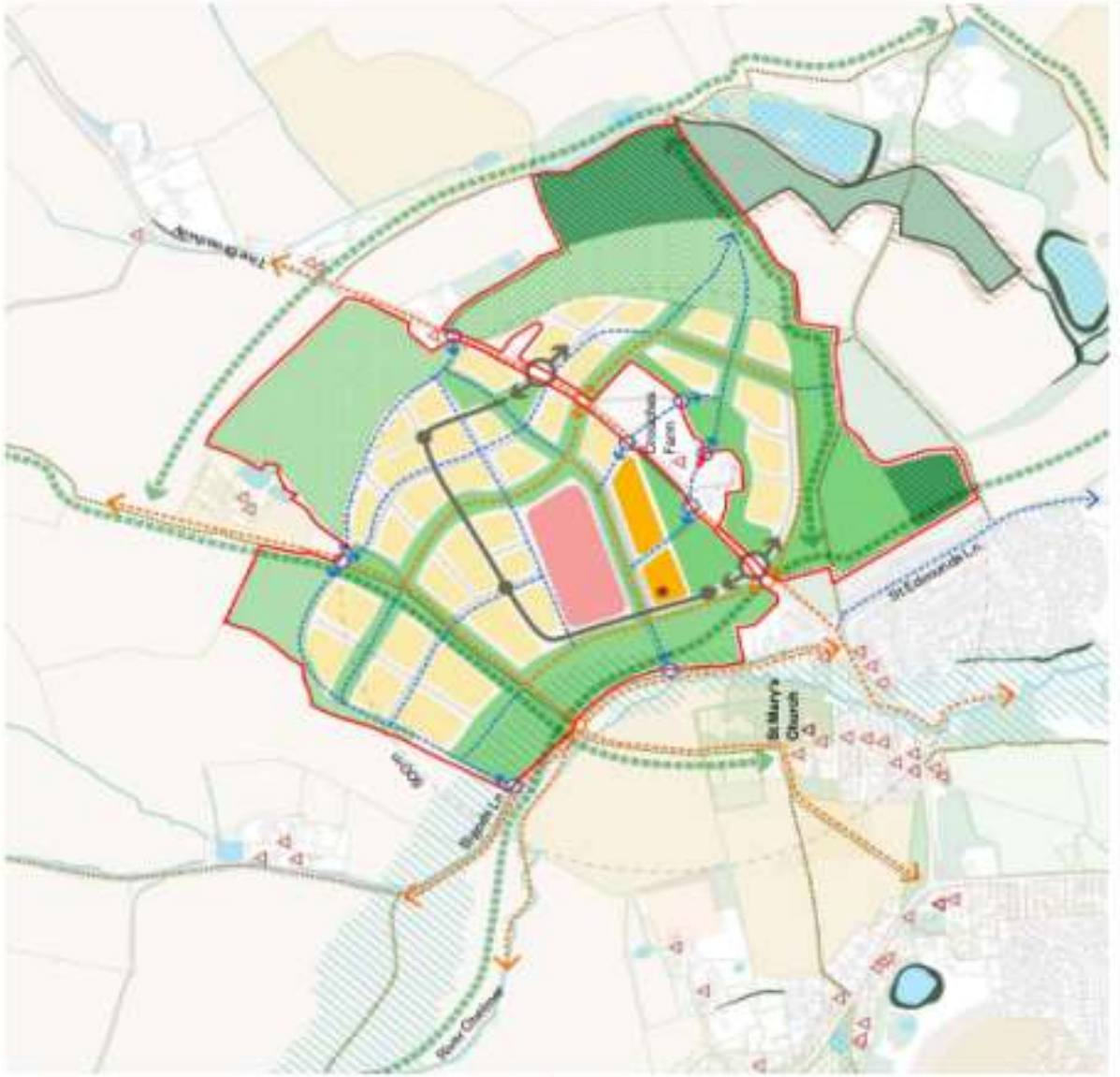
- Site Boundary
 - Active edge treatment
 - Listed Buildings
 - Flexible non-residential use
 - Community/education use
 - Residential
-
- Footpath connection
 - Active travel route potential
 - Existing PROW
 - Semi-natural open space
 - Formal open space (play/lawn/public amenity)
 - Key views
-
- Vehicle access
 - Pedestrian and cycle access
 - Existing vegetation
 - Nature/Habitat corridors
 - Priority habitats - woodland
 - Protected Open Space and Traditional Orchards



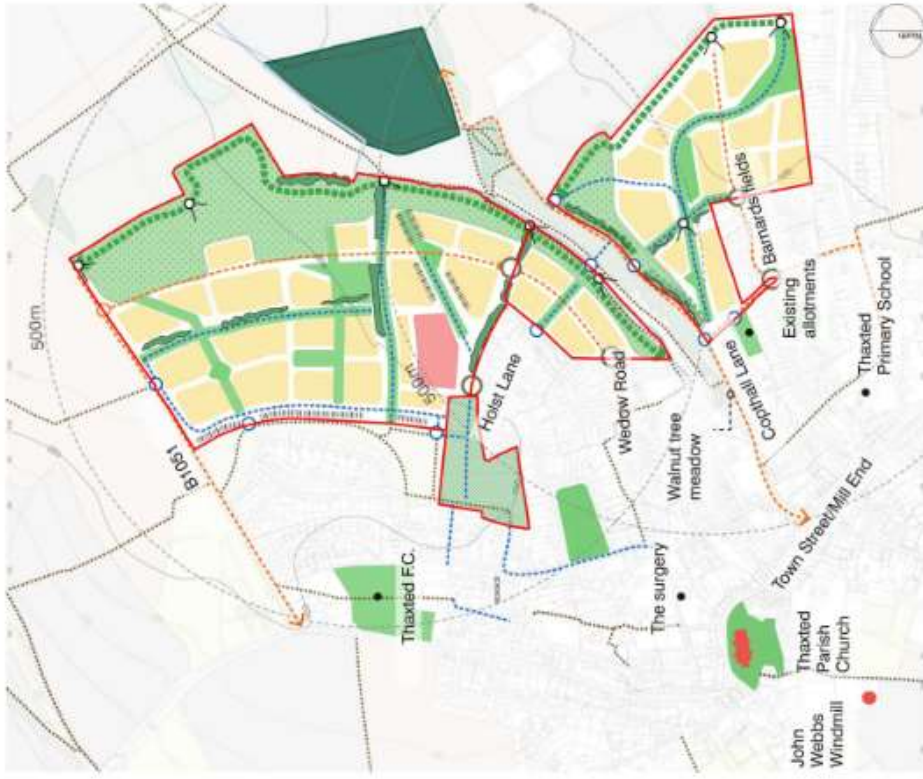
- Site Boundary
- Active edge treatment
- Listed Buildings
- Flexible non-residential use
- Community/education use
- Residential
- Footpath connection
- Active travel route potential
- Existing PROW
- Semi-natural open space
- Formal open space (play/lawn/public amenity)
- Protected Lanes
- Vehicle access
- Controlled vehicle access/route
- Pedestrian and cycle access
- Existing vegetation
- Nature-Habitat corridors
- New woodland
- Important woodland



- Key**
- Co-located primary (PE) and secondary (SPE) schools
 - Local centres
 - Indicative development plot
 - Existing local centres
 - Open space
 - New woodland
 - Hubitat network
 - Green/amenity space
 - Strategic active travel corridors
 - Strategic active travel corridors access point
 - Pedestrian/cycle routes
 - Pedestrian/cycle access point
 - Bus vehicle route
 - Bus only route
 - Bus stops
 - Bus/ vehicle access point
 - Archaeological site
 - Scheduled ancient monument
 - Conservation area
 - County wildlife sites
 - Accessible green space
 - Important woodland
 - Ancient woodland
 - Ancient woodland 10m buffer
 - Flood zone 3
 - Public right of way
 - Grade I listed building
 - Grade II listed building
 - Site boundary



- Key**
- Primary school (GFE)
 - Local centres
 - Development plots
 - Travel/mobility hub
 - 'Village green'
 - Open space
 - New woodland
 - Habitat network
 - Open/amenity space
 - Strategic active travel corridors
 - Strategic active travel corridors access points
 - Pedestrian/cycle routes
 - Pedestrian/cycle access points
 - Bus/vehicle route
 - Bus stop
 - Bus/vehicle access point
 - Archaeological site
 - Scheduled ancient monument
 - Conservation area
 - County wildlife site
 - Accessible green space
 - Important woodland
 - Ancient woodland
 - Ancient woodland 10m buffer
 - Flood zone 3
 - Public right of way
 - Grade I listed building
 - Grade II listed building
 - Site boundary



- | | | |
|-------------------------|--|---|
| Site Boundary | Footpath connection | Vehicle access |
| Listed Buildings | Active travel route potential | Pedestrian and cycle access |
| Community/education use | Existing PROW | Existing vegetation |
| Residential | Semi-natural open space | Nature/Habitat corridors |
| Important Woodlands | Formal open space (play/lawn/public amenity) | Protected Open Space and Traditional Orchards |
| Crispey Brook | Green space with existing vegetation | Key views |
| Active treatment | | |

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