

## 2. Where will development take place?

2.1. This section sets out where development is, in principle, proposed, and where there will be strict control on new building. This spatial strategy for achieving the Plan's objectives needs to have regard to the likely level of resources available in the private and public sectors.

2.2. Key elements are:

### 2.2.1. **Urban areas of Great Dunmow, Saffron Walden and Stansted**

**Mountfitchet.** These are service centres and hubs for surrounding rural areas. They are attractive places to live, work and for recreation. Best use will be made of previously developed, unused and underused land and existing buildings, subject to constraints of traffic congestion and maintaining air quality and the need to safeguard key employment areas. Urban extensions are also included within development limits, for housing or business parks. These locations are well related to the principal bus and rail corridors, which will benefit from investment in the new A120, the West Anglia Route Modernisation (WARM) rail scheme and public transport services. Development in urban areas where there is a wide range of facilities would encourage journeys to be made on foot, particularly to and from work and school. Community facility and affordable housing needs may exceptionally be met outside development limits.

2.2.2. **A120 corridor.** In addition to the major urban extension at Great Dunmow, sites at Takeley/Little Canfield (Priors Green) and Felsted/ Little Dunmow (Oakwood Park) are identified for new housing and associated facilities on a significant scale within the A120 transport corridor, which will benefit from planned/ anticipated public and private investment. An extension to the Stansted Distribution Centre is proposed. These sites have good access to Stansted Airport. Takeley is a key rural settlement (see below). Oakwood Park recycles a significant previously developed site. Locations are sufficiently far apart for the A120 corridor to retain its character as a transport axis across countryside, and avoid it becoming one linear development.

2.2.3. **Selected Key Rural Settlements.** Elsenham, Great Chesterford, Newport, Takeley and Thaxted are identified as Key Rural Settlements. These key settlements are located on main transport networks as well as there being local employment opportunities. In most of the Key Settlements either of the following apply

- I. Some further limited employment or residential development is proposed;
- II. Key existing employment sites will be safeguarded.

The intention is to protect or strengthen the role of these communities where there is potential to encourage people to live and work locally. Local affordable housing and community facility needs may be met on "exception sites" outside development limits.

- 2.2.4. **Other Villages.** Where these have development limits, those boundaries will be tightly drawn. There is some limited potential within these boundaries on small previously developed sites, including gardens of existing houses. Local affordable housing and community facility needs may be met on “exception sites” outside development limits.
- 2.2.5. **Stansted Airport.** The Plan sets out limits on the physical extent of the airport. It is to be seen as an airport in the countryside.
- 2.2.6. **Chesterford Park.** This is an existing research and development complex in the countryside between Saffron Walden and Cambridge with potential for renewal of some existing buildings. However, the Plan identifies limits on its physical extent.
- 2.2.7. **Metropolitan Green Belt.** A belt of countryside needs to be retained between Harlow, Bishop’s Stortford, Stansted Mountfitchet and Stansted Airport as part of the regional concept of containing the urban sprawl of London. Within the Green Belt development will only be permitted if it accords with national planning policy on green belts (PPG2) and Structure Plan Policy C2. Development permitted should preserve the openness of the Green Belt and its scale, design and siting should be such that the character of the countryside is not harmed.
- 2.2.8. **Rural restraint area.** Most of the district including its smaller settlements lies outside defined development limits. The character of the countryside changes from one area of the District to another. The particular character comes from the relationship between historic settlements and groups of buildings, ancient woodlands, historic lanes, field boundaries, historic parks, geology, indigenous tree and hedge species, river systems and so on. Different character areas have a greater or lesser capacity to accommodate development. Open elevated areas with long views to ancient woodland, typical of parts of Uttlesford, are particularly sensitive. Any development beyond development limits must be consistent with national policy on the countryside and the appropriate Structure Plan Policy C5. The countryside needs to be protected for its own sake, but not in such a way that the plan prevents evolution of economic activity that is part of life in rural areas and is in sympathy with its character. Examples of development that may be permitted in principle include appropriate re-use of rural buildings, suitable farm diversification, outdoor sport and recreation uses, and affordable housing and other facilities to meet local community needs.
- 2.2.9. **Airport in the countryside.** The Plan identifies a Countryside Protection Zone. The priority within this zone is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments. Development consistent with national planning policy for the countryside will only be permitted if it also accords with this over riding objective.

#### Policy S4- Stansted Airport Boundary

**The boundary of Stansted Airport is defined on the Proposals Map. Provision is made for development directly related to or associated with Stansted Airport to be located within the boundaries of the airport. Industrial and commercial development unrelated to the airport will not be permitted on the site.**

#### Policy S3 – Other Development limits

**Elsenham, Great Chesterford, Newport, Takeley and Thaxted are identified as Key Rural Settlements. Their boundaries, including village extensions at Takeley and Thaxted, and the boundaries of other settlements are defined on the Proposals Map. Development compatible with the settlement's character and countryside setting will be permitted within these boundaries**

#### Policy S7 – The Countryside

**The countryside to which this policy applies is defined as all those parts of the Plan area beyond the Green Belt that are not within the settlement or other site boundaries. In the countryside, which will be protected for its own sake, planning permission will only be given for development that needs to take place there, or is appropriate to a rural area. This will include infilling in accordance with paragraph 6.13 of the Housing Chapter of the Plan. There will be strict control on new building. Development will only be permitted if its appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there.**

## 11. STANSTED AIRPORT INSET

- 16.1. Planning permission for the expansion of Stansted Airport was granted in 1985. The first phase of this development was completed in 1991 when the new terminal building opened. Construction of the second phase commenced in 2000. In May 2003 planning permission was granted for the further expansion of the airport to handle up to 25 million passengers per annum. This included an extension to the terminal and other associated developments.
- 16.2. The Airport occupies a relatively elevated site on a ridge between the valleys of the Stansted Brook and River Roding. The land within the Airport boundaries as defined on the Inset Map is owned by BAA plc and is approximately 950 hectares in extent. There are six separate development zones accommodating various land uses identified below. The uses identified in policies AIR1 to AIR5 are not intended to be definitive or exclusive.
- 16.3. The zones ensure that all airport direct and associated uses can be accommodated within the airport boundary.

- 16.4. Within all of the development zones, individual buildings should be of high quality design, whilst at the same time reflecting their employment function. The large variety of uses within the southern ancillary area, particularly, means that a comprehensive approach to design, layout and landscaping will be necessary to avoid piece-meal development. Throughout the Airport, permanent outdoor storage, including container areas, should be confined to specific sites and provided with suitable screening. Landscape planting will be an essential element of development to provide a context to new buildings, roads and planting areas.

### **Terminal Support Area**

- 16.5. Any development in the terminal support area must respect the integrity of the design of the terminal building.

#### **Policy AIR1 - Development in the Terminal Support Area**

**Land adjoining the terminal, as shown on the Inset Map, is principally reserved for landside road and rail infrastructure and a telecommunications building, airside roads, the apron, passenger vehicle station rapid transport system and other airside operational uses; terminal support offices; an hotel and associated parking; a bus and coach station and short term and staff car parks.**

### **Cargo Handling and Maintenance Area**

- 16.6. There is scope for some flexibility as to the uses within the zone identified for a cargo handling and aircraft maintenance area, which adjoins the terminal and its support area.

#### **Policy AIR2 - Cargo Handling/Aircraft Maintenance Area**

**The area shown on the Inset Map as the cargo handling/aircraft maintenance area is principally reserved for the repair, overhaul, maintenance and refurbishment of aircraft, and facilities associated with the transfer of freight between road vehicles and aircraft or between aircraft.**

### **Ancillary Areas**

- 16.7. A site of approximately 70 hectares is identified as an ancillary facilities zone in the southern part of the Airport for mid term car parking, employment associated with the Airport, such as offices for various support functions and freight forwarders, flight catering and car hire activities. It is important that each phase of development takes place in accordance with a comprehensive scheme and that the entire development is cohesive in its architectural and overall landscape treatment.

#### **Policy AIR3 - Development in the Southern Ancillary Area**

**The area of land identified on the Inset Map as the southern ancillary area will be principally reserved for activities directly related to, or associated with the Airport, such as car hire, parking, maintenance and**

**valeting operations; flight catering units; offices for various support functions, freight forwarders and agents; support functions for aircraft maintenance which can be carried out remote from an aircraft being serviced; airline training centres; airline computer centres and equipment storage facilities for airlines. Development will take place in phases based on a broad design brief agreed with the Council**

- 16.8. The former terminal area north of the runway consists of a number of buildings, some of which are of a temporary nature and poorly constructed. The area is approximately 50 hectares in extent, currently providing space for business aviation, hangarage, ancillary employment and fuel storage. Within this zone there are areas of open land which could be used for extra car parking should the need rise.

### **Landscaped Areas**

- 16.9. A strategic landscape planting framework contains the Airport. Development should not occur in these areas shown for planting on the Proposals Map Inset. Many other landscaped areas have been planted or are proposed within development zones. They also fulfil a very important function and are part of the landscape master plan already approved by the Council. Within the long-term car park, for example, such planting shields parked cars when viewed from locations west of the Airport.

#### **Policy AIR6 - Strategic Landscape Areas**

**Development will not be permitted within those areas identified as strategic landscape areas on the Inset Map.**

### **Access**

- 3.5 The key issues of the Council's Transport Strategy are set out in detail in Chapter 9. The objectives in this Plan are to locate high trip generating activity in areas well served by public transport; to increase the proportion of journeys made by rail and bus, on foot and by cycle; to reduce the number and length of motor vehicle trips by the location of development; and to minimise the adverse effects of traffic on residential and shopping areas by traffic management measures.
- 3.6 The Council will work with highway authorities to ensure that, whenever possible, transport investment and the resultant transport network will support the Plan's development strategy and policies.
- 3.7 The impact of development on the road network will be assessed and Traffic Impact Assessments may be required as part of applications for planning permissions. Improvements to the transport infrastructure will be sought where appropriate. The environmental impact of traffic arising from a development will similarly be assessed and Environmental Assessments may also be required. The cumulative impact of developments will also be taken into account.

- 3.8 Development proposals for any building that the public may use will be required to provide safe, easy and inclusive access for all people regardless of disability, age or gender. This should include access to, into and within the building and its facilities, as well as appropriate car parking and access to public transport provision.
- 3.9 The needs of walkers, cyclists and horse riders will be taken into account whenever development would affect routes used by riders or where the potential for the creation of new paths along strategic routes would be jeopardised. Suitable replacement paths will be required when routes used by walkers and riders will no longer be suitable for continued use as a result of other changes to the road network or new development.

#### Policy GEN1 – Access

**Development will only be permitted if it meets all of the following criteria:**

- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.**
- b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.**
- c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.**
- d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.**
- e) The development encourages movement by means other than driving a car.**

#### Design

- 3.10 Further Supplementary Planning Documents will be prepared on design issues. This will encourage development to be designed so that it meets the needs of those with physical and sensory impairment. The SPD will also encourage Lifetime Homes, promote compliance with the Association of Chief Police Officers “Secured by Design” Award criteria or any successor initiative and ensure appropriate open space provision and play equipment is provided. Development in accordance with the SPD will be expected to minimise waste generation and enable recycling and also to incorporate design measures to minimise water consumption and to encourage sustainable drainage systems, retention and re-use of grey water. Other aspects of sustainable development design including use of renewable energy, reduction of energy use and planting to enhance new development will also be covered. The Essex Design Guide for Residential and Mixed Use Areas has been adopted as supplementary planning guidance.

#### Policy GEN2 – Design

**Development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.**

- a) **It is compatible with the scale, form, layout, appearance and materials of surrounding buildings;**
- b) **It safeguards important environmental features in its setting, enabling their retention and helping to reduce the visual impact of new buildings or structures where appropriate;**
- c) **It provides an environment, which meets the reasonable needs of all potential users.**
- d) **It helps to reduce the potential for crime;**
- e) **It helps to minimise water and energy consumption;**
- f) **It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan.**
- g) **It helps to reduce waste production and encourages recycling and reuse.**
- h) **It minimises the environmental impact on neighbouring properties by appropriate mitigating measures.**
- i) **It would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property, as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing.**

### **Flood Protection**

- 3.11 With climate change, assessments of areas with a high potential risk of flooding need to take into account new information and be kept up to date. Areas at high potential risk of flooding from rivers are defined as those where the annual probability of flooding is greater than 1.0%. They will be identified in supplementary planning documents
- 3.12 All the urban extensions and settlement expansions proposed in this Plan are on land above flood plains. The arrangements for surface water run off disposal will need to take the implications for flood risk elsewhere fully into account.
- 3.13 Surface water disposal from new developments, is the responsibility of the developer, and must, where practicable, take place on site using appropriate and acceptable methods, including soakaways. New connections to the public sewerage system must not pose an unacceptable threat of surcharge, flooding or pollution. Surface water must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding.
- 3.14 The Environment Agency is in general opposed to the culverting of watercourses because of the adverse ecological and flood defence effects likely to arise

#### **Policy GEN3 – Flood Protection**

**Within the functional floodplain, buildings will not be permitted unless there is an exceptional need. Developments that exceptionally need to be located there will be permitted, subject to the outcome of flood risk**

**assessment. Where existing sites are to be redeveloped, all opportunities to restore the natural flood flow areas should be sought.**

**Within areas of flood risk, within the development limit, development will normally be permitted where the conclusions of a flood risk assessment demonstrate an adequate standard of flood protection and there is no increased risk of flooding elsewhere.**

**Within areas of the floodplain beyond the settlement boundary, commercial industrial and new residential development will generally not be permitted. Other developments that exceptionally need to be located there will be permitted subject the outcome of a flood risk assessment.**

**Outside flood risk areas development must not increase the risk of flooding through surface water run-off. A flood risk assessment will be required to demonstrate this. Sustainable Drainage Systems should also be considered as an appropriate flood mitigation measure in the first instance.**

**For all areas where development will be exposed to or may lead to an increase in the risk of flooding applications will be accompanied by a full Flood Risk Assessment (FRA) which sets out the level of risk associated with the proposed development. The FRA will show that the proposed development can be provided with the appropriate minimum standard of protection throughout its lifetime and will demonstrate the effectiveness of flood mitigation measures proposed.**

### **Good Neighbourliness**

Policy GEN4 - Good neighbourliness

**Development and uses, whether they involve the installation of plant or machinery or not, will not be permitted where:**

- a) noise or vibrations generated, or**
  - b) smell, dust, light, fumes, electro magnetic radiation, exposure to other pollutants;**
- would cause material disturbance or nuisance to occupiers of surrounding properties**

### **Light Pollution**

- 3.15 There is a potential conflict between keeping lighting to a minimum as part of protecting the character of the countryside, maintaining the visibility of the night sky, and security and safety objectives. Lighting can also extend the opportunity for outdoor sport activities in the winter months when there is limited daylight. This conflict can be resolved to some extent by careful specification and the use of the best available technology where the cost is proportionate to the benefit, but there may be circumstances where, for example, the importance of facilities to sport development is judged to outweigh the effect on the countryside.

Policy GEN5 – Light pollution



**Development that includes a lighting scheme will not be permitted unless:**

- a) **The level of lighting and its period of use is the minimum necessary to achieve its purpose, and**
- b) **Glare and light spillage from the site is minimised.**

### **Infrastructure Provision to Support Development**

3.16 This will be relatively straightforward where a development such as new housing directly creates a need for new facilities to serve its residents. It is important that in these cases the facilities are provided as soon as they are required. However, in the urban areas where new development is concentrated, even small scale development will cumulatively impact on service provision. It is intended that the scale of development shown in this Plan will form the basis for assessments of impacts on infrastructure and the identification of costed proposals that may be necessary. The Council will then seek to reach agreement with a developer over an appropriate contribution that fairly reflects the level of demand its scheme would generate. Contributions may be applied to specific proposed projects or held in reserve for a reasonable period and used to address impacts arising after the development has been occupied. Supplementary Planning Documents setting out the basis for assessments of impacts and contributions will be adopted.

#### **Policy GEN6 –Infrastructure Provision to Support Development**

**Development will not be permitted unless it makes provision at the appropriate time for community facilities, school capacity, public services, transport provision, drainage and other infrastructure that are made necessary by the proposed development. In localities where the cumulative impact of developments necessitates such provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.**

### **Nature Conservation**

3.17 Nature conservation interest is not confined to the National Nature Reserves, Sites of Special Scientific Interest, county wildlife sites and special verges, which are specifically covered in the Environment section of this Plan.

#### **Policy GEN7 – Nature Conservation**

**Development that would have a harmful effect on wildlife or geological features will not be permitted unless the need for the development outweighs the importance of the feature to nature conservation. Where the site includes protected species or habitats suitable for protected species, a nature conservation survey will be required. Measures to mitigate and/or compensate for the potential impacts of development, secured by planning obligation or condition, will be required. The enhancement of biodiversity through the creation of appropriate new habitats will be sought.**

### **Vehicle Parking Standards**

3.18 A realistic approach is needed. This will try and discourage unlimited car parking provision on new developments and thereby car usage, to help tackle the growing problem of traffic emissions and road congestion, encourage efficiency in the use of fossil fuels, and making it easier to walk or cycle for local short distance trips, but only in appropriate locations. It must avoid the risk of parking being displaced to elsewhere within a neighbourhood. Uttlesford's communities lack high quality public transport. In common with many other rural communities, using the car is the only practical way of getting to work, accessing services and making leisure trips. Car ownership levels are relatively high and existing car parking provision is well used. It is important that car parking for new development is adequate. Where there is a lack of off street parking in older residential areas this results in a high level of on street parking. In some localities this results in obstruction of roads and footpaths, causing particular problems for those with limited mobility. The level of parking on new developments should neither exacerbate existing parking problems in communities nor create problems where they do not presently exist.

#### Policy GEN8 – Vehicle Parking Standards

**Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance “Vehicle Parking Standards”, a summary extract of which is reproduced in Appendix 1 to this Plan.**

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

- 5.1. Within Uttlesford District, approximately 3000 sites of archaeological interest are recorded on the Heritage Conservation Record (EHCR) maintained by Essex County Council. These sites are not shown on the proposals map and inquiries should be made to the County Archaeologist. Scheduled Ancient Monuments of which there are 73 in the District (December 2001) are shown on the proposals map. The EHCR records represent only a fraction of the total. Many important sites remain undiscovered and unrecorded. Archaeological sites are a finite and non-renewable resource. As a result it is important to ensure that they are not needlessly or thoughtlessly destroyed.
- 5.2. The desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications whether the monument is scheduled or unscheduled. There is a presumption in favour of the preservation of nationally important sites and their settings. The need for development affecting archaeological remains of lesser importance will be weighed against the relative importance of the archaeology.

#### Policy ENV4 Ancient Monuments and Sites of Archaeological Importance.

**Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there will be a presumption in favour of their physical preservation in situ. The preservation in situ of locally important archaeological remains will be sought unless the need for the development outweighs the importance of**

**the archaeology. In situations where there are grounds for believing that sites, monuments or their settings would be affected developers will be required to arrange for an archaeological field assessment to be carried out before the planning application can be determined thus enabling an informed and reasonable planning decision to be made. In circumstances where preservation is not possible or feasible, then development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to commencement of the development.**

Policy ENV7 - The Protection of the Natural Environment - Designated Sites

**Development proposals that adversely affect areas of nationally important nature conservation concern, such as Sites of Special Scientific Interest and National Nature Reserves, will not be permitted unless the need for the development outweighs the particular importance of the nature conservation value of site or reserve.**

**Development proposals likely to affect local areas of nature conservation significance, such as County Wildlife sites, ancient woodlands, wildlife habitats, sites of ecological interest and Regionally Important Geological/ Geomorphological Sites, will not be permitted unless the need for the development outweighs the local significance of the site to the biodiversity of the District. Where development is permitted the authority will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's conservation interest.**

## **Noise**

- 5.3. Policies ENV10 and ENV11 aim to ensure that wherever practicable, noise sensitive developments are separated from major sources of noise such as road, rail and air transport and certain types of industrial development
- 5.4. Aircraft movements are a particular major source of noise in Uttlesford. Aircraft taking off from Stansted are required to follow "noise preferential routes" (NPRs) to a height of 3,000 feet (4,000 feet at night time), maintaining a minimum climb gradient of 4%, and remain within a 1.5 kilometre swathe either side of the centre line of the NPR. Two sets of NPRs have been designated by the Civil Aviation Authority. There are statutory requirements for landing aircraft. Aircraft using the Instrument Landing System should not descend below 2,000 feet prior to intercepting the glidepath, and then not fly below it. At night, aircraft should not descend below 3,000 feet until on their final approach and less than 10 nautical miles from touchdown.
- 5.5. Calculation of the noise index of exposure to aircraft noise takes into account the level of use of each NPR and glide path, the number of aircraft movements and aircraft type. Indices are calculated for each year, based on the actual

number of movements, and for the future scenario of 25mppa using assumptions. Monitoring of air noise patterns will help to ensure that the policy continues to be applied to the most appropriate area. Noise sensitive developments include residential uses.

- 5.6. National guidance on Planning and Noise indicates the appropriate response to the level of noise by source. This includes road, rail and mixed sources as well as air noise.

**Policy ENV10 - Noise Sensitive Development and Disturbance from Aircraft Housing and other noise sensitive development will not be permitted if the occupants would experience significant noise disturbance. This will be assessed by using the appropriate noise contour for the type of development and will take into account mitigation by design and sound proofing features**

- 5.7. It is equally important that new development involving noisy activities should if possible be sited away from noise sensitive land uses. Development that generates noise is typically associated with economic activity. A B2 general industrial use, transport infrastructure, or a significant traffic generator are examples. It will be necessary to weigh the benefit of the jobs created, the value of the business supported, the reduction in congestion costs and any other benefits against the degree of annoyance caused by the noise in the case of these developments, taking into account any controls and mitigation measures that could reasonably be imposed by condition.

**Policy ENV11 - Noise Generators**

**Noise generating development will not be permitted if it would be liable to affect adversely the reasonable occupation of existing or proposed noise sensitive development nearby, unless the need for the development outweighs the degree of noise generated.**

## **Air Quality**

- 5.8. The Council's air quality management strategy has identified that, based on traffic forecasts, poor air quality is anticipated alongside the M11 and the new A120. Since both run through the open countryside where there is strict control on new buildings it is unlikely there will be many proposed developments close to either road. The widths of the zones are based on Government standards for the traffic levels predicted. The extent of the zones is based on Local Air Quality Management Technical Guidance Note 3 in respect of Nitrogen Dioxide using the Design Manual for Roads and Bridges Screening Model.

**Policy ENV13 – Exposure to Poor Air Quality**

**Development that would involve users being exposed on an extended long-term basis to poor air quality outdoors near ground level will not be permitted. A zone 100 metres on either side of the central reservation of the M11 and a zone 35 metres either side of the centre of the new A120**

**have been identified on the proposals map as particular areas to which this policy applies.**

### **Contaminated Land**

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

#### Policy ENV14 – Contaminated Land

**Before development, where a site is known or strongly suspected to be contaminated, and this is causing or may cause significant harm, or pollution of controlled waters (including groundwater) a site investigation, risk assessment, proposals and timetable for remediation will be required.**

### **Renewable Energy**

- 5.10. Forms of renewable energy include wind power, solar power and biomass (plant materials either grown specifically for energy production or generated as a by product of another industry such as forestry wastes). In Uttlesford it is expected that acceptable schemes in the District would be relatively small scale e.g. solar panels, single wind turbines serving single or small groups of dwellings and/or businesses. Schemes should be sited close to settlements or groups of buildings in rural areas and close to the origin of the energy resource. Development will only be permitted in locations where the local road network is capable of handling any additional traffic generated by the proposal.

#### Policy ENV15 - Renewable Energy

**Small scale renewable energy development schemes to meet local needs will be permitted if they do not adversely affect the character of sensitive landscapes, nature conservation interests or residential and recreational amenity.**

### **Access to Retailing and Services**

- 8.1. Development proposals such as shops and restaurants and other commercial buildings which the public may use will be required to provide safe, easy, and inclusive access to all regardless of disability, age or gender.

#### **Policy RS1 - Access to Retailing and Services**

**All retail and service development proposals where there is public access, whether new build, conversion or extension need to be accessible to all, to ensure social inclusion.**

#### **Policy RS2 – Town and Local Centres**

**Retail, commercial and community uses or mixed-use development including a residential element will be permitted in the centres of Saffron Walden, Great Dunmow, Stansted Mountfitchet or Thaxted if it meets all the following criteria:**

- a) It maintains or enhances their role as retail and service centres;
- b) It does not harm their historic and architectural character;
- c) It contributes to the diversity of retail and other commercial activity;
- d) It does not result in significant loss of houses or flats in the centres;
- e) It does not prejudice the effective use of upper floors as living or business accommodation.

### **Access to Leisure and Cultural Facilities**

- 7.1. All development proposals for leisure and cultural purposes, whether new build, conversion or extension need to be accessible to all, to ensure social inclusion.

#### **Policy LC2 - Access to Leisure and Cultural Facilities**

**Development proposals for sports facilities, arts and leisure buildings, hotel and tourist facilities, will be required to provide inclusive access to all sections of the community, regardless of disability, age or gender.**

#### **Policy LC3 - Community Facilities**

**Community facilities will be permitted on a site outside settlements if all the following criteria are met:**

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