

Jacks - Warish Hall Farm, Takeley

Planning Statement (Section 62A Resubmission)

Prepared in support of the Full Planning Application
Land at Jack's, Warish Hall Farm, Takeley, Essex.



Table of Contents

Document History.....	3
1. Introduction.....	4
2. Site Context & Overview.....	8
3. Application Proposals	12
4. Planning Policy.....	14
5. Planning Considerations	23
6. Summary and Conclusion.....	45

Figures:

Figure 1 - The Appeal Scheme (Ref. No. UTT/21/1987/FUL / APP/C1570/W/22/3291524)

Figure 2 - Site Location

Figure 3 - Location of Heritage Assets

Figure 4 - Amendments from the Warish Hall Farm Application

Figure 5 – Site Access Proposals

Figure 6 – UDC Draft Local Plan – Table 4.4: Strategic Allocations Identified in South Uttlesford

Figure 7 – UDC Draft Local Plan – Figure 6.4: Proposed Strategic Allocation at Takeley

Figure 8 – UDC Draft Local Plan – Propose CPZ Boundary

Figure 9 - Proposed Housing Mix

Figure 10 - Requested Affordable Mix vs Proposed Affordable Mix

Figure 11- Developments to the east and west of Parsonage Road

Figure 12- Extract from Noise Assessment - Minimum Sound Reduction Performance Requirement

Figure 13 - Extract from Noise Assessment - Minimum Sound Reduction Performance Requirement

Appendices

Appendix A: Section 62A Decision Notice – Ref. No. S62A/2023/0016

Appendix B: Table Addressing Section 62A Decision (Ref. No. S62A/2023/0016)

Appendix C: Drawing and Document Issue Sheet

Appendix D: Warish Hall Farm Appeal Decision - Ref. No. APP/C1570/W/22/329152

Appendix E: Summary of consultee comments on Application Ref. No. UTT/22/3126/FUL

Appendix F: Uttlesford District Council – 5-Year Housing Land Supply Statement and Housing Trajectory Status at 1 April 2023 – Published 9th October 2023.

Appendix G: Agenda Report for Local Plan Leadership Group – Wed 4th Oct 2023

Document History

Date	Version	Author	Revision/ Notes
31.03.23	Draft	J.Spencer	
04.04.23	1.0	J.Spencer	
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1. Introduction

- 1.1. This Planning Statement has been prepared by Weston Homes Plc (The Applicant) in support of a full planning application relating to the land known as Jacks, which is located to the north of Jacks Lane, Takeley, Essex (The Site). The Site falls within the jurisdiction of Uttlesford District Council (UDC) and within the parish of Takeley. The Site is situated on the east side of Smiths Green Lane, north of Jacks Lane.
- 1.2. The application is made under Section 62A of The Town and Country Planning Act 1990, for 40 no. new 2 to 5-bed dwellings. Accordingly, the proposed development description is as follows:

“Redevelopment of the Land known as Jacks field for the provision of 40no. dwellings, including associated parking and landscaping.”
- 1.3. A previous Section 62A Application (Ref. No. S62A/2023/0016) was submitted for the same proposed development, and was refused for the following reasons as set out in the Decision Notice which can be found at **Appendix A**:

“1)has not been adequately demonstrated that lighting and loss of vegetation, particularly in relation to access works and off-site proposals to improve the restricted byway Takeley 48/25 would not result in unacceptable harm to the established character and appearance of the surrounding area and to the significance of Smiths Green Lane (Warish Hall Road), a protected lane and non-designated heritage asset. This is contrary to policies S7, ENV9 and GEN2 of the Uttlesford Local Plan and paragraphs 130 c), 185 c) and 203 of the National Planning Policy Framework.

2) It has not been adequately demonstrated that safe and suitable access to and from the site for pedestrians and cyclists could be achieved which meets highway design standards whilst responding to local character and biodiversity considerations, contrary to Uttlesford Local Plan policy GEN1 and paragraphs 92, 110 and 112 of the National Planning Policy Framework.”
- 1.4. This application seeks to address these minor details set out in the reason for refusal, by providing a fully detailed scheme for the facilitation of the visibility splays for the access to the Site and the improvements to the Byway adjacent to the Site. The acceptability of these works has also been set out in terms of Highways, Ecological and Arboricultural Impacts, in order to come to an acceptable scheme. The works have then been assessed in regards to their impacts on heritage assets (designated and non-designated) and landscape and visual impacts.
- 1.5. The table at **Appendix B** sets out how the application before you addresses the comments made within the Section 62A Decision on the previous application (Ref. No. S62A/2023/0016).
- 1.6. Accordingly, this Planning Statement should be read in conjunction with a number of supporting documents drawings that have been commissioned in support of the application. These are set out at the Drawing and Document Issue sheet which can be found at **Appendix C**.
- 1.7. It is noted that some of the reports were produced to support the original application, therefore, they may contain plans which do not show the updated red line boundary (which includes the Byway and Access). However, this does not have any material impact of the findings of the report which remain relevant to the application.

- 1.8. A mirrored application is also currently running with UDC (Ref. No. UTT/22/3126/FUL), which is currently pending consideration. Updated details in relation to the Site access and Byway improvements have been submitted and reconsulted upon under this local application, following the Section 62A Decision.

Background

- 1.9. Prior to the previously refused Section 62A submission and concurrent UDC Application, the Site formed part of a previous application (Ref. No. UTT/21/1987/FUL) for the development of a wider site known as Warish Hall Farm (see Figure 2 below) which sought full planning permission for, *inter alia*, 188no. dwellings, 3000sqm of commercial space, a medical center, 1ha of land to facilitate the future expansion of Roseacres Primary School, a 1ha extension to Prior Wood, and generous provision of publicly accessible open space.



Figure 1 - The Appeal Scheme (Ref. No. UTT/21/1987/FUL / APP/C1570/W/22/3291524)

- 1.10. This application was presented to committee on 15th December 2021 with the recommendation for approval. Despite Officers' recommendation, it was refused at committee for the following reasons:
- 1. The proposed form of the development is considered incompatible with the countryside setting, and that of existing built development in the locality.*
 - 2. The proposal would result in less than substantial harm to a number of designated and non-designated heritage assets.*
 - 3. The proposed development does not provide sufficient mitigation in terms of its impacts upon the adjacent Ancient Woodland at Priors Wood.*
 - 4. Absence of a Section 106 agreement to secure appropriate infrastructure.*

- 1.11. Following the decision made by the UDC Planning Committee, an appeal against the decision was submitted under Section 78 of the Town and Country Planning Act 1990 (as amended).
- 1.12. The Appeal (Ref. APP/C1570/W/22/3291524) was determined via a Planning Inquiry, following which the Appeal was dismissed by the Inspector on the grounds of impact on a number of heritage assets and on the character of the countryside. A copy of the Inspector's decision can be found at **Appendix D**.
- 1.13. It should be noted that within the discussion set out in the Inspector's report, the proposals upon the current application Site (Jacks) did not feature as part of the appeal scheme which the Inspector had a particular concern, with regards to the impact on heritage and character and appearance due to its contained nature. Furthermore, there were no substantive objections raised by the council in relation to the proposed development of Jacks as part of the Warish Hall Farm application.
- 1.14. This Section 62A Application reflects a planning application which is currently pending determination by Uttlesford District Council (Ref. No. UTT/22/3126/FUL). A summary of the key statutory and other consultee responses received on that application to date have been set out in **Appendix E**.
- 1.15. A number of public representations have also been made on the pending application to date, with the following concerns raised:
 - Traffic Impacts
 - Impact on water supply/pressure
 - Lack of infrastructure capacity (schools, healthcare etc.)
 - Airport Parking Issues
 - Impact on Smiths Green Lane
 - Lack of Public Transport
 - Impact on Wildlife
 - Design, size and density is out of character
 - Impact on heritage assets
 - Impact on the CPZ and Countryside
 - Part of the previously dismissed Appeal Scheme
 - Disregard for local views
 - Overdevelopment within the Takeley area
 - Poor internet connection
 - Impact on ditches
 - Impact on mental health
 - Focus should be on redevelopment of brownfield sites
 - Loss of prime agricultural land
 - Lack of Connectivity
 - Impact on Village Green
 - Foul Water Issues

About Weston Homes

- 1.16. Weston Homes was established in 1987, with its head office based in Takeley, Essex. Since its establishment, the Weston Group has grown rapidly and its portfolio of innovative, bespoke, new build development which range from traditionally styled, bricks and mortar houses and apartments buildings to contemporary, complex, higher density developments within London. These projects include new-build sites with ground-breaking contemporary design as well as the restoration and refurbishment of historical listed buildings. Currently the Weston Group employs approximately 350 staff.
- 1.17. Weston Home's schemes range from small housing schemes through to complex schemes of over a thousand homes, with no two sites being the same. Specialising from the outset in the regeneration of predominately brownfield sites, Weston Homes has become a leader in this area of development but also has a strong record on rural locations which have also included Clavering, Cambridge and Buntingford. With strong track record in delivery of between 600-1,000 dwellings per annum, current development locations include, London, Cambridge, Brentwood, Aldershot and Bury St Edmunds.

Modern Methods of Construction - British Offsite

- 1.18. The Weston Group has recently undertaken significant development into Modern Methods of Construction through the investment into sister company 'British Offsite' with its headquarters and manufacturing facility at Great Notley in neighbouring Braintree District.
- 1.19. British Offsite have been developing factory finished components, by utilising high tech manufacturing of modular systems for a number of developments including bathroom vanity units, fitted furniture including wardrobes, kitchen worktops, and notably structurally insulated panels (SIP) to be used in the construction of building superstructure. These components are to roll onto all Weston Homes sites including conventional housing as well as apartment schemes.

2. Site Context & Overview

2.1 The Site abuts the settlement edge to the north of Takeley and to the west of Priors Green. In total, the Site measures approximately 2.1ha in area and is mostly flat and level.

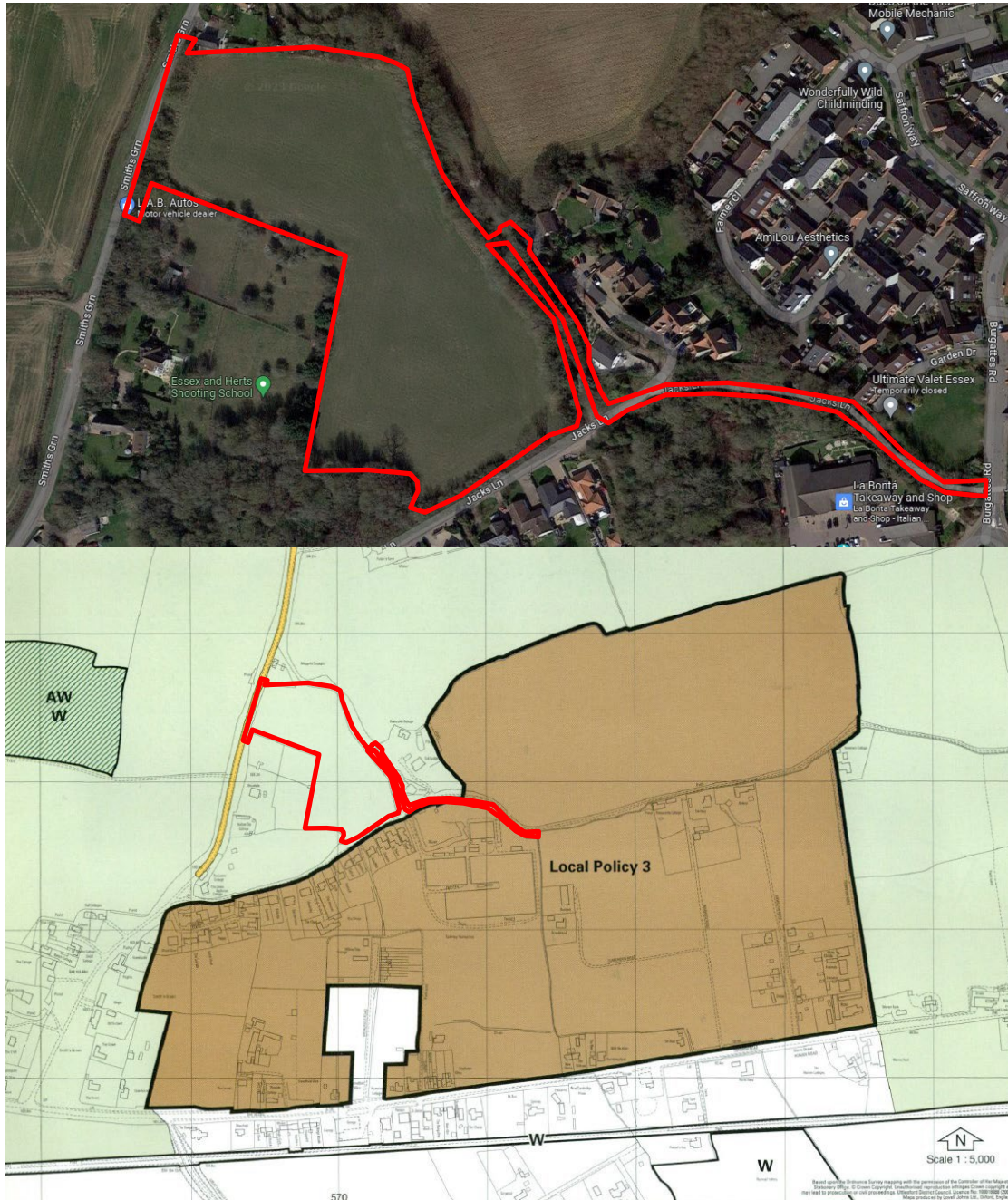


Figure 2 - Site Location and settlement boundary

- 2.2 The village of Takeley is located along Dunmow Road (B1265) which formed the route of the old A120, which ran through the village until 2002/3 prior to bypassing to the north of the village. Dunmow Road runs east-west through Takeley.
- 2.3 Takeley is located between Great Dunmow, which is 6km to the east, and Bishop's Stortford, 7.5km to the west. A former railway branch line running between the two towns and onwards to Braintree now forms a linear county park used as a cycleway/walking route (National Cycle Route 16) known as the 'Flich Way' which is approximately 25km in length in total. The Flich Way runs to the south of the village.
- 2.4 Within Uttlesford District, Takeley is one of the largest villages and is considered a 'Key Rural Settlement', the highest order of settlement below Stansted Mountfitchet village and the main towns of Great Dunmow and Saffron Walden. As such, Takeley benefits from a number of facilities and services including, but not limited to; two primary schools, child day-care and nurseries, convenience stores, a pharmacy, dentist, churches, pubs, restaurants and takeaways together with a number community halls/spaces supporting a range of village clubs and societies.
- 2.5 There are also a range of businesses located within the village providing employment opportunities, including at the Takeley Business Centre, Dunmow Road and at the Weston Group Business Centre, which provides serviced offices adjacent to the Weston Homes HQ (Weston Innovation Centre), with around 200 staff.
- 2.6 The village has good access to public transport by way of frequent bus routes that also connects to one of the main public transport interchanges in the county and also the largest employment site within UDC, at Stansted Airport, located 2km north from the Site. Due to the proximity of the airport, the Site falls within the safeguarding area associated with aerodrome safety.
- 2.7 Smiths Green Lane (also known as Warrish Hall Road) runs between Dunmow Road and Bamber's Green, a small hamlet to the northeast of the village. The southern section of the Lane has residential development on either side forming Smiths Green, with most houses set back a considerable distance from the carriageway and separated by verges. To the north, the road forms the boundary to Bulls Field to the east and Jacks field to the west. There are a number of houses along the west side of Smiths Green Lane, in this location. The road then runs towards the A120 and beyond to the north through open countryside with sporadic residential and agricultural development. Smiths Green Lane, from the point north of Jacks Lane, is designated as a 'Protected Lane', non-designated heritage asset.
- 2.8 The Site itself is well contained within dense boundary planting on all sides, with the exception of a small area on the western boundary, where there is a break providing access to the Site. This existing access is envisaged to be utilised and locally widened as the access to the proposed development.
- 2.9 There is an area of verge which runs along both sides of Smiths Green Lane, including along the western boundary of the Site, which is designated as Village Green. This was a matter discussed as part of the Inquiry relating to the previous application to develop the wider Warish Hall Farm Site.

- 2.10 The issue of the presence of the Village Green was raised as a factor to be addressed alongside any grant of planning permission and is not insurmountable. The area of Village Green related to this application is relatively small in size, falling under 200sqm, the threshold for requiring the area lost as a result of the proposals to be replaced, as set out in the relevant guidance. The process of dealing with the Village Green is a matter which is outside of the remits of planning and thus will be dealt with alongside any planning process.
- 2.11 The Site is located 1.6km northeast of Hatfield Forest, a Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).
- 2.12 The Site falls on the outer edge of the Countryside Protection Zone (CPZ), an area surrounding Stansted Airport which is designated to prevent coalescence between the airport and its surroundings. It was first designated in the 1995 Local Plan. The Countryside Protection Zone is governed by Policy S8 of the Uttlesford Local Plan 2005.
- 2.13 Public Right of Way (PROW) 48_25, is a restricted by-way which runs along the northern boundary of Jacks Field. It forms the long narrow eastern portion of the Site boundary which stretches approximately 300m before connecting into the Priors Green development;
- 2.14 There are a number of designated heritage assets within the vicinity of the Site. To the north of the Site sits the Ancient Scheduled Monument known as Warish Hall moated site and remains of Takeley Priory (NHLE:1007834). Warish Hall itself and associated Moat Bridge is Grade I listed. There is a collection of Grade II and one Grade II* listed buildings to the south of the Site within the Smiths Green. The Built Heritage Assessment identifies Cheerups Cottage (NHLE: 1112207) and Hollow Elm Cottage (NHLE:1112220) as the assets which are closest.
- 2.15 The above-mentioned assets are identified on Figure 3 below:

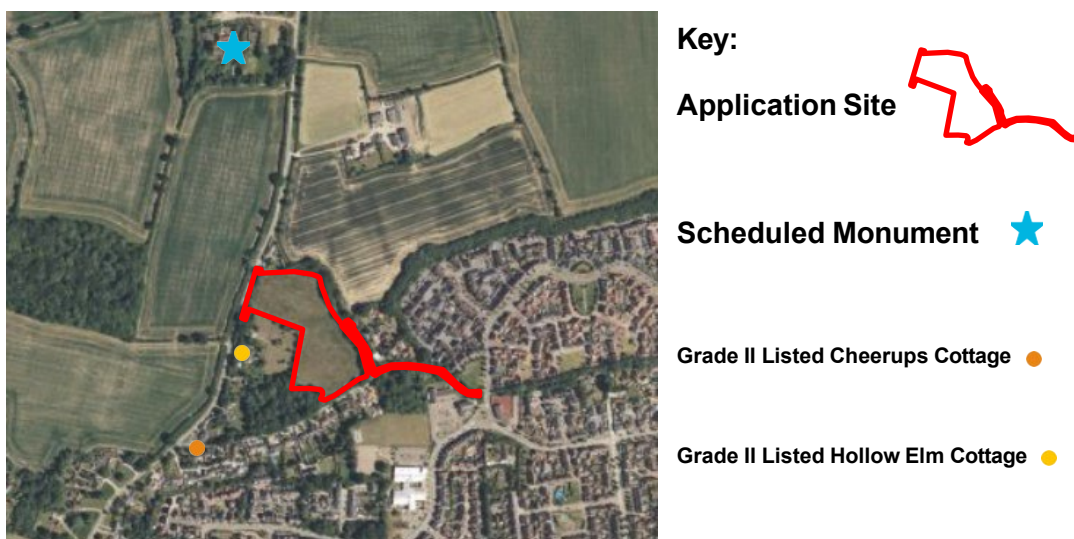


Figure 3 - Location of Heritage Assets

- 2.16 The Site does not fall within any designated conservation area. Weston Homes are aware of the emerging proposals to make Smiths Green Lane a Conservation Area. However, due consideration has been given within the proposals, to the area's historical importance as a whole, in particular, in relation to the surrounding designated heritage assets which were also noted previously by the Inspector.

3. Application Proposals

- 3.1. The development proposed has been designed to form a sustainable extension to Takeley and Little Canfield, well related to the existing settlements and which offers and secures a number of public benefits, most notably the provision of much needed new housing.
- 3.2. The development comprises:
- i) 40 New Homes including;*
 - ii) 16 Affordable Homes; and*
 - iii) Associated parking and landscaping*

The Proposed Development

- 3.3. The Site is an extension to the established settlement at Takeley, an area that has been subject to more recent expansion with the Priors Green development.
- 3.4. It is proposed that dwellings are arranged as village streets and facing an area of open space to promote the Garden Village approach adjacent to the right of way. There is also be 2no. larger dwellings proposed and set back from Smith's Green Lane, which reflects the character of the existing dwellings along Smith's Green Lane. The remaining 38no. dwellings will be provided within the rest of the Site. Dwellings shall be delivered as a variety of two, three, four and five bedrooms, including bungalows, terraces, semi-detached and detached house types. It is proposed that this parcel will be of modest density, which reflects the prevailing characters of Priors Green and Smiths Green Lane.
- 3.5. Figure 4 sets out where these amendment to the previous layout have occurred. The proposals remain much the same as that submitted under the previous application, with the following key changes having been adopted following feedback from the Council's Urban Designer:
- 1. Reorientation of the parking serving plot JG38 (shown in green)**
 - 2. Additional visitor parking provision in line with the required standards (shown in yellow)**
 - 3. Reorientation of the pedestrian/cycle link (shown in blue)**
 - 4. Reorientation of Open Space (shown in red)**



Figure 4 - Amendments from the Warish Hall Farm Application

- 3.6. As a whole, the proposal maintains the design principles established under the previous Warish Hall application, which had undergone extensive pre-application and post-application consultation, including a design review panel and consultation with Urban Design Officers as well as other relevant consultees.
- 3.7. Further details on the proposals are provided within the Design & Access Statement submitted with this application together with other supporting documents.
- 3.8. As set out above, this application also includes a detailed scheme for the access proposals and Byway Improvements in response to the reasons for refusal set out in the Section 62A Decision. Accordingly, these detailed proposals have been described below.

Access Proposals

- 3.9. Within the Section 62A Decision, the Inspector raised questions regarding the detail on how suitable visibility splays will be facilitated and then these works should be assessed in regards to heritage and landscape & visual impact matters.
- 3.10. In order to facilitate the access some of the vegetation along Smiths Green Lane is proposed to be carefully removed and pruned in line with the visibility splays which is along a similar line to the current flailed edge. The visibility splay will be maintained as set out in the Landscape Management Plan submitted with this application, in order to ensure safe access to and from the Site is provided at all times.
- 3.11. A 2.4 x 43m visibility splay is to be provided and maintained.

- 3.12. At the initial point of the access meeting the road, there will be a small area of cobble stones in front of a slightly larger area of block paving. Before the tarmac carriageway starts within the Site (See detail below).

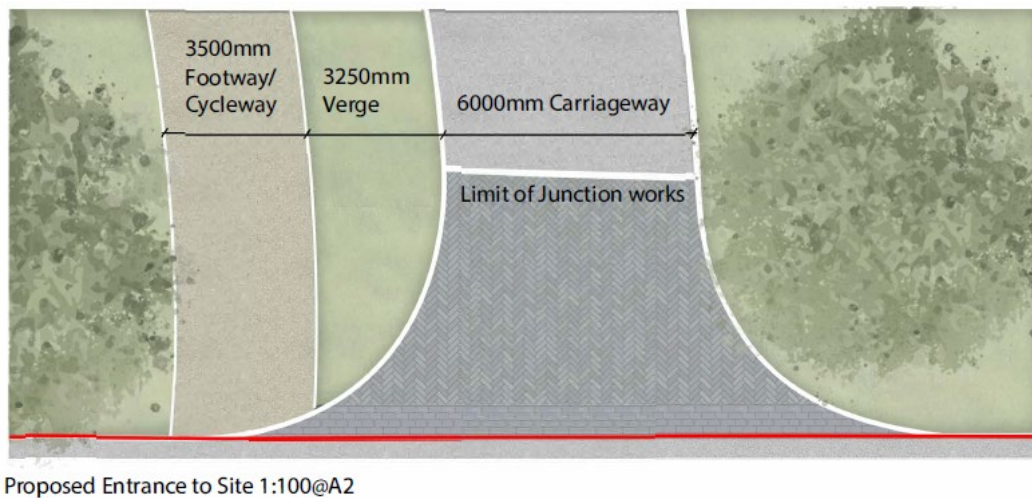


Figure 5 - Site Access Proposals

- 3.13. This treatment is proposed to sensitively address the Protected Lane, and ensure the hard landscaping treatments for this access point align with those along Smiths Green Lane, including No. 2 Maggots Cottage.

Byway Improvements

- 3.14. Within the Section 62A Decision, the Inspector raised comment relating to the information on a detailed scheme for the improvements to the Byway adjacent to the Site, which was deemed a key part of delivery for safe and sustainable active travel routes for existing and future residents whilst also being acceptable in terms of arboricultural and ecological considerations. The Inspector set out that this scheme would then need to be assessed in terms of heritage and landscape and visual impact.
- 3.15. In order to facilitate safe and sustainable active travel connections, to and from the Application Site, it is proposed that the Byway which runs from the Site, eastwards towards the Priors Green local centre be connected to and upgraded. These improvements will include widening and resurfacing of the Byway (similar to existing materials) and installation of 6m lighting columns at regular intervals with a backward light spill guard to enable year round use.
- 3.16. The lighting columns have been strategically placed and specified in order to implement a scheme which will light the Byway to ensure the route is safe to use during hours of darkness, whilst also alleviating any detrimental impacts upon biodiversity or trees.
- 3.17. The design proposals strike a balance between a safe and sustainable route which is sensitively delivered and lit, as to not impact upon biodiversity or trees.

3.18. A meeting was held on Monday 18th September 2023, with the Applicant, the Place Service Ecological Advice Officer and Essex County Council Highways Officers, where the proposed detailed scheme for the Byway Improvements and Visibility Splays for the Site access were discussed and agreed in principle. The detail for the proposals

4. Planning Policy

4.1. Paragraph 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that:

'If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.'

4.2. The Adopted Development Plan for Uttlesford District Council comprises the Saved Policies of the Uttlesford Local Plan (2000-2011) Adopted in 2005.

4.3. Alongside the relevant Development Plan, it is necessary to consider whether relevant Development Plan policies are up to date; the NPPF; and other material planning considerations. This is considered within this section of the planning statement.

4.4. NPPF paragraph 213 states that due weight should be given to relevant policies in existing plans according to their "degree of consistency with the Framework (the closer the policies in the plan to policies in the Framework, the greater the weight that may be given)". As stipulated by national guidance, the adopted Local Plan cannot therefore be attributed full weight in the determination of planning applications. This position is agreed by the Council as part of recent appeals, including the appeal in relation to the Warish Hall Farm Scheme.

4.5. It is considered that there are fundamental inconsistencies with the Local Plan and adopted national planning policy and guidance with regard to the quantity and location of development within the District. Notably development boundaries and spatial policy H1 (Housing Development) are woefully out of date; they fail, in any respect, to deal with up to date housing need figures and do not allow for the level of growth required for new housing within the District.

4.6. The policies of the Uttlesford Local Plan which are most relevant to the proposals of this application are listed below and described in the following paragraphs. Weight attributed to each policy is therefore diminished in all cases and dependant on conformity with the NPPF, no weight or limited weight will apply:

- Policy S7 - The Countryside;
- Policy S8 - The Countryside Protection Zone;
- Policy GEN1 - Access;
- Policy GEN2 - Design;
- Policy GEN3 - Flood Protection;
- Policy GEN4 - Good Neighbourliness;
- Policy GEN5 - Light Pollution;
- Policy GEN6 - Infrastructure Provision to Support Development;
- Policy GEN7 - Nature Conservation;
- Policy GEN8 - Vehicle Parking Standards;
- Policy ENV2 - Development affecting Listed Buildings;
- Policy ENV3 - Open Space and Trees;
- Policy ENV7 - The Protection of the Natural Environment - Designated Sites;

- Policy ENV8 - Other Landscape Elements of Importance for Nature Conservation;
 - Policy ENV9 - Historic Landscapes;
 - Policy ENV10 - Noise Sensitive Development and Disturbance from Aircraft;
 - Policy ENV11 - Noise Generators;
 - Policy ENV14 - Contaminated Land;
 - Policy H9 - Affordable Housing; and
 - Policy H10 - Housing Mix.
- 4.7. Policy S7 (The Countryside) defines the countryside as those areas beyond the Greenbelt, which do not fall within the settlement or other site boundaries. Policy S7 sets out that development in the countryside will only be permitted where it needs to take place or is appropriate to a rural area.
- 4.8. Policy S8 (Countryside Protection Zone) designates an area of countryside around Stansted Airport, which is defined on the Policy Map. Development in the Countryside Protection Zone will only be granted where it is required to be there, or it is appropriate to the rural area. Policy S8 is split into two sections. The first sets out that development will not be permitted where it promotes coalescence between the airport and existing settlements. The second section sets out that development will not be permitted where it adversely effects the openness of the zone.
- 4.9. Policy GEN1 (Access) states that development will only be permitted if it meets the following criteria: (a) Access to the main road 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 on 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 a car.
- 4.10. Policy GEN2 (Design) requires that development proposals have regard to the Design Supplementary Planning Document and other Supplementary Planning Documents. It also sets out that development will not be permitted unless it meets the following criteria: (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; and (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.

- 4.11. Policy GEN3 (Flood Protection) requires that development which is outside of flood risk areas, which is the case for the development site related to this application, must not increase the risk of flooding through surface water run-off. A flood risk assessment is required to demonstrate this.
- 4.12. Policy GEN4 (Good Neighbourliness) outlines that development will not be permitted where: (a) noise or vibrations generates; or (b) smell, dust, light, fumes, electromagnetic radiation, exposure to other pollutants would cause; material disturbance or nuisance to occupiers of surrounding properties.
- 4.13. Policy GEN5 (Light Pollution) sets out that development that includes a lighting scheme will not be permitted unless: (a) the level of lighting and its use is the minimum necessary to achieve its purpose; and (b) glare and light spillage is minimised from the site.
- 4.14. Policy GEN6 (Infrastructure Provision to Support Development) outlines that development will not be permitted unless it makes provision for infrastructure needs. In cases where the cumulative impact of developments necessitates such provision, developers may be required to contribute to the costs of such provision.
- 4.15. Policy GEN7 (Nature Conservation) sets out that where the site contains protected species or habitats which are suitable for protected species, a survey will be required. Measures to mitigate or compensate the impacts of the proposed development will be required to be implemented. Policy GEN7 also encourages the enhancement of biodiversity by the creation of appropriate new habitats.
- 4.16. Policy GEN8 (Vehicle Parking Standards) sets out that development will not be permitted unless the parking provided is in line with the standards set out in the Supplementary Planning Guidance, "Vehicle Parking Standards".
- 4.17. Policy ENV2 (Development affecting Listed Buildings) requires that any development which affects a Listed Building should be in-keeping with its scale, character and surroundings. Demolition of a Listed Building or development which will adversely impact upon one will not be permitted.
- 4.18. Policy ENV3 (Open Space and Trees) outlines that development will not be permitted if it results in the loss of important spaces, groups of trees and fine individual specimens, unless the need for the development outweighs the amenity value of the space or tree(s).
- 4.19. Policy ENV7 (The Protection of the Natural Environment - Designated Site) protects areas of nationally important nature conservation concern. Conditions and obligations may be applied to ensure the protection and enhancement of the site's conservation interest, if development is brought forward.

- 4.20. Policy ENV8 (Other Landscape Elements of Importance for Nature Conservation) protects hedgerows, linear tree belts, larger semi natural or ancient woodlands, semi natural grasslands, green lanes and special verges, orchards, plantations, ponds, reservoirs, river corridors, wetland features and networks or patterns of other locally important habitats. Proposals which adversely impact these landscape elements will only be permitted if the following criteria applies: (a) The need for the development outweighs the need to retain the elements for their importance to wild fauna and flora; (b) Mitigation measures are provided that would compensate for the harm and reinstate the nature conservation value or the locality. Appropriate management of these elements may be sought via conditions and planning obligations.
- 4.21. Policy ENV9 (Historic Landscapes) protects local historic landscapes, historic parks and gardens and protected lanes. Development which is likely to harm these assets will not be permitted unless the need for the development outweighs the historic significance of the site.
- 4.22. Policy ENV10 (Noise Sensitive Development and Disturbance from Aircraft) sets out that Housing or any other sort of noise sensitive development will not be permitted if occupants are expected to experience significant noise disturbance. This is to be assessed by the appropriate noise contour for the type of development, taking into account mitigation by design and sound proofing features.
- 4.23. Policy ENV11 (Noise Generators) outlines that noise generating development will not be permitted if it would be liable to affect the reasonable occupation of existing or proposed noise sensitive development nearby.
- 4.24. Policy ENV14 (Contaminated Land) requires a site investigation, risk assessment, proposals and timetable for remediation for all sites where contamination is known, or suspected and is or may cause significant harm or pollution of controlled waters, including groundwater.
- 4.25. Policy H9 (Affordable Housing) outlines that the Council will seek to negotiate on a site to site basis, an element of affordable housing of 40% of the total provision of housing on appropriate allocated and windfall sites. This will have due regard to the up to date Housing Needs Survey, market and site considerations.
- 4.26. Policy H10 (Housing Mix) sets out that on all development sites of 0.1 ha and above or providing 3 or more dwellings will be required to provide a significant proportion of market housing comprising small properties.
- 4.27. The Council has also adopted a number of Supplementary Planning Documents which form material considerations which are relevant to the proposals of this application.

4.28. The Supplementary Planning Documents are set out below. Similarly, a number of these are out of date:

- Accessible Homes and Play Space (November 2005);
- Energy Efficiency and Renewable Energy (October 2007);
- Supplementary Planning Guidance to Takeley / Little Canfield Policy 3 Priors Green (Island Sites) (July 2003);
- Urban Place Supplement to the Essex Design Guide (March 2007);
- Essex County Council Development Management Policy (February 2011);
- Essex County Council Parking Standards (September 2009); and
- Essex Design Guide (2018).

4.29. There is also an Interim Climate Change Policy Document (Published 2021), which, whilst not a formal SPD adopted by UDC, it is considered a material planning consideration.

The National Planning Policy Framework (2023)

4.30. The NPPF sets out the Government's policy on a range of topics. Paragraph 8 emphasises that there are three dimensions to sustainable development, namely: economic, social and environmental. The roles are defined as:

- a) *an economic objective— to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*
- b) *a social objective— to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and*
- c) *an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution and mitigating and adapting to climate change, including moving to a low carbon economy.*

4.31. Paragraph 11 states that plans and decisions “should apply a presumption in favour of sustainable development”. For decision making this means:

- c) *"approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protected areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

4.32. Footnote 7 confirms for the purpose of Paragraph 11d (Part i) that:

“policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.”

4.33. Footnote 8 acknowledges that Paragraph 11d also:

“includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years. Transitional arrangements for the Housing Delivery Test are set out in Annex 1.”

4.34. The revised test set out at NPPF paragraph 11d (Part i) strengthens the presumption in favour of granting consent for development from that within the previous Framework, by imposing a higher threshold for displacement of that presumption.

4.35. The NPPF now only permits the presumption to be disengaged where application of the policies in NPPF alone protect areas or assets of particular importance, and where the provisions set out within the NPPF *“provides a clear reason for refusing the development proposed.”* Moreover, the types of policies are now exhaustively defined in the footnote, rather than being an illustrative list. None of the exemptions apply to the site save for a single designated heritage asset but which this does not provide for a clear reason for refusing the development proposed.

4.36. As required by footnote 8 of the NPPF, the presumption in favour of sustainable development is engaged where Local Authorities are unable to demonstrate a 5 Year Housing Land Supply. Since the determination of the Section 62A Application, an updated 5-Year Land Supply Statement and Housing Trajectory (see **Appendix F**) was published on 9th October 2023. This sets out that the Council currently have a 5.14 years supply. However, the Applicant disputes the findings of this report, addresses this in the planning consideration section below. This notwithstanding, the Local Plan dating from 20045 is patently out-of-date.

4.37. Whilst there may also be some dispute regarding the supply, it is also calculated that the level of housing delivered over the past three years will also trigger the presumption in favour. However, up to date Housing Delivery Test figures are at the time of writing are still awaited.

4.38. The proposal involves housing development, as such, section 5 of the NPPF is particularly relevant. Paragraph 59 confirms the Government’s commitment to the delivery of new homes by setting out in unequivocal terms that *“to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”*.

- 4.39. Paragraph 68 of the framework outlines that planning policies should identify a sufficient supply and mix of sites for delivering homes, taking into account their availability, suitability and likely economic viability.
- 4.40. Paragraph 74 of the framework reiterates the importance on maintaining and delivering a consistent supply of homes of a 5-year period.
- 4.41. Paragraph 78 of the framework sets out that in rural areas, decisions on potential housing developments should be responsive to local circumstances and should support proposals which reflect local needs.
- 4.42. Paragraph 83 of the framework requires decisions to recognise and address the specific locational requirements of different sectors, ensuring that they are in a suitably accessible location.
- 4.43. Paragraph 92 of the framework encourages the promotion of healthy and safe communities and requires that decisions aim to achieve this by: (a.) promoting social interaction; (b.) making safe and accessible places; and (c.) enabling and supporting healthy lifestyles.
- 4.44. Paragraph 98 of the framework highlights the importance of a community having access to a network of high-quality open spaces and opportunities for sport and physical activity. The provision of open spaces for sports and recreation should be informed by assessments of the relevant local need.
- 4.45. Paragraph 111 of the framework sets out that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.46. Paragraph 112 of the framework states that development should: (a.) give priority firstly to cyclist and pedestrian movement, then to access to high quality public transport; (b.) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; (c.) create safe, secure and attractive places and minimise scope for conflict between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards; (d.) allow for efficient delivery of goods, and access by service and emergency vehicles; (e.) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible locations.
- 4.47. Paragraph 119 of the framework requires policies and decisions to promote an effective use of land in meeting the need for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.48. Paragraph 124 of the framework highlights how the appropriate densities of development may be met, in making efficient use of land. It states that decisions should support development making efficient use of land, taking account of the identified need for different types and forms of housing, the local market conditions and viability, the availability and capacity of local infrastructure and services, the desirability of maintaining an area's prevailing character and setting; and the importance of securing well-designed, attractive and healthy places.

- 4.49. Paragraph 126 highlights the importance of creating high quality buildings and places through the planning system and development process.
- 4.50. Paragraph 130 of the framework sets out that policies and decisions should ensure developments will function well and add overall quality to the area; are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and setting; establish or maintain a strong sense of place; optimise potential of the site to accommodate and sustain an appropriate amount and mix of development; and create safe, inclusive and accessible places.
- 4.51. Paragraph 152 of the framework outlines that the planning system should support the transition to a low carbon future, taking full account of flood risk and coastal change.
- 4.52. Paragraph 159 of the framework requires that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at the highest risk. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 4.53. Paragraph 174 of the framework sets out that decisions and policies should contribute to and enhance the natural and local environment by: (a.) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils; (b.) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services; (c.) maintaining the character of undeveloped coast; (d.) minimising the impacts on and providing net gains for biodiversity; (e.) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability; and (f.) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land.
- 4.54. Paragraph 179 sets out the following principles for determining applications: (a.) if significant harm to biodiversity cannot be avoided, adequately mitigate, or at last resort, compensated for, permission should be refused; (b.) development on land within or outside a Site of Specific Scientific Interest which is likely to adversely impact upon it, shall be refused, unless the benefits of the scheme outweigh the impacts upon that asset; (c.) development resulting in loss or deterioration of irreplaceable habitats should be refused, unless there is wholly exceptional reasons and a suitable compensation strategy is in place; and (d.) developments with the primary objective is to conserve or enhance biodiversity should be supported, whilst measures to support the enhancement to biodiversity should be encouraged.
- 4.55. Paragraph 183 sets out that where a site is affected by contamination or land stability issues, the responsibility for securing a safe development, rests with the developer and/or landowner.
- 4.56. Paragraph 194 of the framework requires that applications give due consideration to the extent (if any) of the impact the proposals may have on designated and non-designated heritage assets.

- 4.57. Paragraph 199 of the framework relates to proposals affecting heritage assets and sets out that when considering the potential impacts a development has on a heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 4.58. Paragraph 202 sets out that where a development proposal 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 including, where appropriate, securing its optimum viable use. In relation to non-designated heritage assets, paragraph 197 states that a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 4.59. Paragraph 203 sets out that where an application will result in effecting the significance of a non-designated heritage asset, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Emerging Local Plan

- 4.60. Following the determination of the Section 62A Application (Ref. No. S62A/2023/0016) the Draft Uttlesford Local Plan 2023- 2024 was published on the UDC website to be discussed as an agenda item for the Local Plan Leadership Group during the meeting held on Wednesday 4th October 2023.
- 4.61. During the meeting a unanimous vote of 7 to 1 (Cllr Bagnall voting against) directed the Draft document being taken forward to Cabinet to be discussed during a full Council meeting on 30th October 2023, where it will be agreed as to whether or not the Draft Local Plan will go out for consultation. The document has been flagged up at this early stage, as the Application Site falls within one of the proposed draft allocations for development. In accordance with paragraph 48 of the NPPF weight may be given to relevant policies in emerging plans.
- 4.62. The following documents can be found at **Appendix E** for ease of reference:
- The UDC Draft Local Plan 2021 – 2041 (Regulation 18);
 - The UDC Draft Local Plan 2021 – 2041 (Regulation 18) Main Appendices; and
 - The UDC Draft Local Plan 2021 – 2041 (Regulation 18) Site Templates.
- 4.63. The Draft Local Plan is proposed to supersede the 2005 Plan which UDC describes (at paragraph 1.13 of the Local Plan Draft) as: *“undoubtedly now out-of-date.”* And since its adoption there has been significant changes to both national policy and legislation.
- 4.64. Paragraph 4.17 of the Draft Local Plan set out that a provision of at least 14,356 new homes is to be delivered in the plan period which is capture in Core Policy 2. This reflects the up to date objectively assessed need for housing as set out in the updated Local Housing Need Assessment, 2023.
- 4.65. Paragraph 4.18 of the Draft Local Plan sets out that UDC will meet this objectively assessed need through; strategic allocations (sites of 100 or more dwellings); non-strategic allocations (sites of 99 or fewer dwellings); and also through 'windfall' sites.

- 4.66. Table 4.4 sets out the Strategic Allocation identified within the South Uttlesford area, of which Takeley is identified as a Local Rural Centre, with an allocation of 1,636 new homes (see table reproduced below). Out of all the settlements identified for potential growth, UDC allocates the highest amount of housing delivery within Takeley (where the application site is situated), compared to any other settlement, which emphasises the Council’s proposed stance on growth within the area from a policy perspective.

Table 4.4: Strategic Allocations identified for South Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Great Dunmow	Key Settlement	Church End East	869
Stansted Mountfitchet	Key Settlement	Walpole Meadows North, East of Pennington Lane	250
		East of High Lane North	140
Takeley	Local Rural Centre		1,636
Total			2,895

Figure 6 - UDC Draft Local Plan - Table 4.4: Strategic Allocations identified for South Uttlesford

- 4.67. As set out above, Takeley is identified in the Draft Local Plan as a Local Rural Centre, which is defined (on page 40) as *“either small towns or large villages with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside of the Key Settlements.”*
- 4.68. Page 41 then goes onto set out that within Local Rural Centres, *“There is a presumption in favour of sustainable development within the existing built area of Key Settlements, Small Towns and Larger Villages. Development outside the existing built areas of these settlements will only be permitted where it is allocated by the Local Plan 2041 or has been allocated within an adopted Neighbourhood Development Plan, or future parts of the Local Plan.”*
- 4.69. Relevant to this is the allocation of 1,635 dwelling within Takeley / Little Canfield which is set out under Core Policy 10 (South Uttlesford Area Strategy).
- 4.70. Figure 6.4 on page 72 sets out the proposed Strategic Allocation in Takeley in terms of the spatial orientation of the uses (this figure is reproduced below). Furthermore, a ‘site template’ is also provided for Takeley which sets out further details in relation to the allocation.

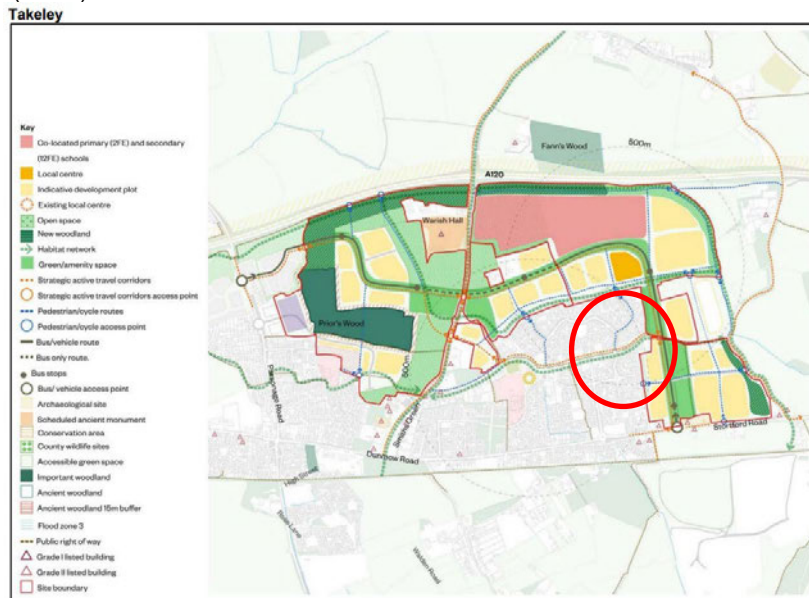


Figure 7 - UDC Draft Local Plan - Figure 6.4 - Proposed Strategic Allocations at Takeley

- 4.71. The application Site is indicated as containing an indicative development plot, reflective of the layout of this application application.
- 4.72. In order to facilitate the proposed amount of growth in Takeley, there have been updates and revisions to the Countryside Protection Zone (CPZ), as indicated at Appendix 8 of the Draft Local Plan. This includes removing the area of CPZ to the north of Takeley and south of the A120.
- 4.73. This indicates that from UDC’s perspective, that this part of the CPZ is not sacrosanct, especially in light of a number of recent Appeals and Planning Decisions, and the draft allocation within the Takeley area where this would facilitate the sustainable expansion of an existing settlement. Please see the amended CPZ map below.

Proposed CPZ Boundary (Map not to scale)

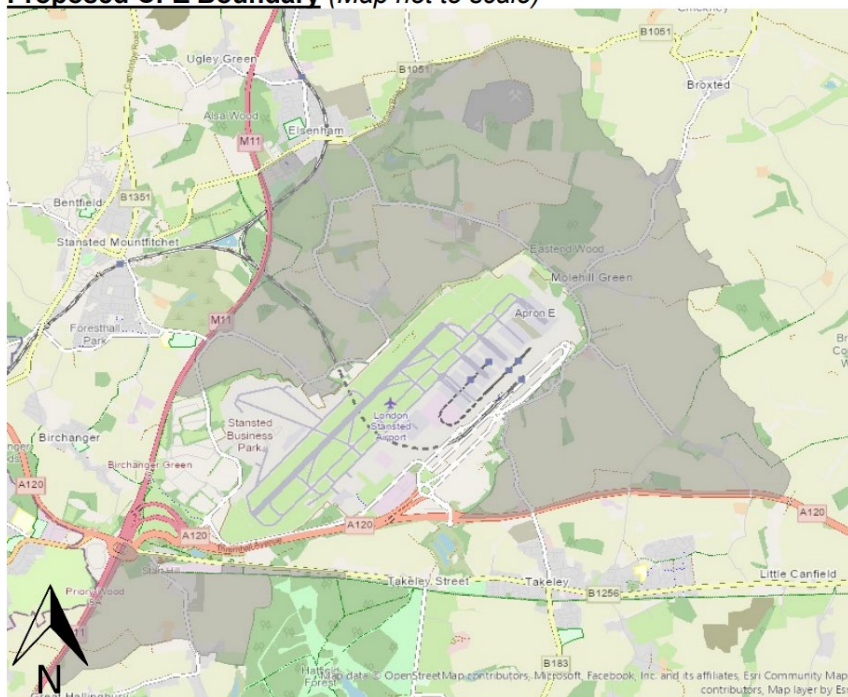


Figure 8 - UDC Draft Local Plan - Proposed CPZ Boundary

- 4.74. With the above in mind, it is clear that from a policy perspective, UDC are seeking to address a significant proportion of their objectively assessed need for housing within the Takeley area, including on the application site. This indicates that UDC are supportive of and advocate further development in Takeley and in particular, on the application site alongside new facilities and infrastructure. Whilst the Draft Local Plan can attract only limited weight in its early form, it must form a material consideration relating to the determination of the current application.

5. Planning Considerations

5.1. This section will explore the main issues in relation to the Planning Submission, which are considered to be:

- a) Presumption in Favour of Sustainable Development;
- b) Principle of Sustainable Development;
- c) Loss of Agricultural Land;
- d) Housing Mix and Affordable Housing;
- e) Countryside Protection Zone;
- f) Landscape and Visual Impact;
- g) Design, Appearance and Layout;
- h) Access, Highways and Parking;
- i) Flood Risk and Drainage;
- j) Landscaping and Public Open Space;
- k) Ecology;
- l) Contamination;
- m) Residential Amenity;
- n) Heritage;
- o) Noise;
- p) Air Quality;
- q) Airport Safeguarding;
- r) Sustainable Design and Construction;
- s) Community Involvement; and
- t) Planning Obligations.

Presumption in favour of Sustainable Development

5.2. Since the determination of the Section 62A Application, an updated 5-Year Land Supply Statement and Housing Trajectory (see **Appendix F**) was published on 9th October 2023. This sets out that the Council currently have a 5.14 years supply.

5.3. Notwithstanding this, within the Agenda Report for the Local Plan Leadership Group meeting (See **Appendix G**) on 4th October 2023, it stated at paragraph 18:

*“Even if the Council is able to demonstrate a five-year supply of deliverable housing sites (refer to accompanying Cabinet Report), the 2005 Plan policies are **still out-of-date simply by virtue of their age, and a ‘tilted balance’ approach would still apply (unless protective policies in the NPPF apply).** Essentially, in the absence of an up-to-date Local Plan, the Council have less control over development coming forward.”*

5.4. Notwithstanding that the tilted balance will still apply which has been established in other cases¹, we also question the figures within the 5-Year Land Supply Statement. The Position Statement sets out a supply which is only 0.14 years in excess of the requirement for a 5 Year supply. This equates to just 101no. dwellings, which is less than half of the anticipated Windfall Allowance of 220no. dwellings.

¹ For example APP/P0119/W/22/3303905

- 5.5. In particular, there are sites listed as part of the project supply from committed development which have Outline Consent but are yet to obtain approval for Reserved Matters, which makes their deliverability within the period questionable, particularly as some sites appear to be in abeyance and are yet to be determined by the Council.
- 5.6. Furthermore, there are a number of schemes that the projected delivery of committed developments sets out that over 50 houses per annum would be delivered. This projected figure is well above the previous delivery rates experienced across a plethora of sites in Uttlesford and at a time when delivery is anticipated to be falling given the prevailing economic factors and higher interest rates and lack of mortgage availability. It is envisaged that these projected rates are therefore unachievable in the short term.
- 5.7. In addition, a number of current static Sites which have full planning permission are also required to discharge Prior to Commencement Conditions, which in our experience can take around 4-6 months to determine locally. This would delay delivery significantly and would impact the projected supply figures on a number of sites.
- 5.8. With this in mind, it is contended that the projected supply is overestimated and that there it is realistic to consider that the actual delivery over the next 5 years would fall short of the figure needed to meet the 5 year requirement.
- 5.9. In such situations where an LPA fails to demonstrate a 5-year housing land supply or housing delivery falls to less than 75% of the housing requirement over the previous three years, paragraph 11d of the NPPF triggers the engagement of the tilted balance, and the presumption in favour of granting planning permission for sustainable housing development unless any adverse impacts of doing so would **significantly and demonstrably** outweigh the benefits, when assessed against the policies of the framework taken as a whole. For the Jacks site none of the 'footnote 7' exceptions listed against paragraph 11d are relevant in the case of the application Site, that would mean the presumption applies.
- 5.10. The tilted balance can also be engaged for reasons other than a lack of lack of a five-year housing supply or a failure to meet the HDT so the housing supply position would not demonstrably change the position and the weight to the scheme's benefits remain to be considered. As such, the public benefits of the scheme (discussed below) will need to be weighed against any potential harms arising as a result of the proposals in accordance with the provision of Paragraph 11 of the NPPF.
- 5.11. Accordingly, the adopted Local Plan saved policies, which covered the period to 2011 are therefore considerably out of date and the weight afforded to each of the policies is reduced.

Principle of Sustainable Development

- 5.12. Takeley is identified by UDC as one of the most sustainable, larger settlements within the District. There is good access to facilities and services which support the needs for day to day living, as well as access to public transport and jobs. It is recognised that in past years there has been housing growth in the area both promoted and approved by UDC and allowed on appeal. Alongside this new housing, there has been new and expanded community facilities that have been provided, that has been commensurate with the level of growth, particularly with the larger sites.

5.13. The application proposals have been carefully formulated to minimise any potential adverse impacts of developing the Site and to maximise the potential benefits that will be realised. The proposed development would therefore result in a number of significant and substantial public benefits that would support the objectives of sustainable development, economically, socially and environmentally, as listed below:

(i) Economic Objectives

- Employment opportunities created through the supply and construction programme;
- Additional spending from new residents within the local economy; and
- Additional Council Tax receipts and New Homes Bonus directed to UDC.

(ii) Social Benefits

- Provision of 40 no. homes, providing a range of types and sizes to meet local housing need, including chalet bungalow terrace, detached and semi-detached dwellings;
- Provision of 40% policy compliant levels of affordable housing, providing 16 dwellings sufficient to meet the Council's need which currently stands in excess of 1,200 persons, including bungalow dwellings with ground floor sleeping accommodation;
- Support for long-term vitality and viability of the local community, including through assistance in sustaining local services and facilities; and
- Provision of additional publicly accessible open space.

(iii) Environmental Benefits

- Provision of high-quality homes as part of a carefully designed scheme within a sustainable location, reducing the need to develop less sustainable, more sensitive sites;
- Fabric first approach to reduce energy consumption;
- Provision of electric vehicle charging points for all dwellings; and
- Use of modern methods of construction to provide improved insulation and air tightness;
- Biodiversity enhancements;
- Absence of gas boilers in favour of air-sourced Heat Pumps

5.14. Within the Section 62A Decision, the Inspector gave weight to the various benefits of the scheme, as follows:

- Provision of 40 dwellings – moderate benefit (paragraph 85)
- Provision of 16 affordable dwellings – significant weight (paragraph 85)
- Biodiversity Enhancements – neutral benefit (paragraph 86)
- Electric charge points – neutral benefit (paragraph 86)
- Construction related benefits – neutral benefit (paragraph 87)
- Publicly accessible open space and play area – moderate weight (paragraph 87)
- Employment during construction – moderate economic benefit (paragraph 88)
- Increased local spending – limited weight (paragraph 88)

- 5.15. The adverse impacts which the Inspector identified would outweigh the benefits of the scheme related to lack of details of a lighting scheme and the unspecified vegetation removal to accommodate visibility splays. All of this detail has now been provided as has been deemed acceptable during pre-application discussions with both Places Services Ecological Advice and Essex County Council Highways. It is concluded that there would be no adverse harm arising from these minor interventions.
- 5.16. It is also worth noting again that the Site has been proposed to be allocated in the draft version of the emerging Local Plan. Although it is acknowledged that this is in the early stage of its preparation, it is clear that UDC have considered a large (the largest for a single settlement) proportion of housing growth to Takeley. This indicates that the Council see Takeley as a sustainable place for future delivery of housing, with the Application Site forming part of the area that is being proposed for such growth. There would be no harm in or prejudice caused as a result of this site coming forward.

Loss of Agricultural Land

- 5.17. Notwithstanding that the weight to saved Local Plan which is reduced in light of the circumstances described above, Policy ENV5 (Protection of Agricultural Land), sets out that development will only be permitted on agricultural land where opportunities have been assessed for accommodating development on previously developed land or within existing development limits. The agricultural land within the Site is likely to be categorised as Grade 2 (Good) according to the Regional Agricultural Land Classification Map for the Eastern Region (ALC008).
- 5.18. However, as was noted at paragraph 2.9 of the now withdrawn Local Plan, due to the rural nature and history of Uttlesford, there are relatively few previously developed, or brownfield sites within the District. Historically, the largest of these brownfield sites have already been developed such as the Rochford Nursery Site, Stansted (Forest Hall Park), Sugar Beet Factory, Felsted (Flitch Green) along with parts of the former nursery site at what is now Priors Green. Indeed, the majority of sites proposed for allocation in the withdrawn Local Plan were on land considered Best and Most Versatile Land, with over 80% of agricultural land in Uttlesford is considered to be within this category.
- 5.19. With the above in mind, it is clear that future development, including that which provides much needed new housing will be required to be provided on land which has not previously been developed and may fall within the countryside or upon agricultural land parcels, due to the lack of brownfield sites in the district.
- 5.20. The proposed development will result in the loss of approximately 2.3 hectares of agricultural land albeit it is currently laid to grass. This threshold is below that required for Natural England to be consulted (20ha) as stipulated within the Town and Country Planning (Development Management Procedure) (England) Order 2010, as amended.
- 5.21. The application Site is a small contained field which forms an awkward shape which is less suitable and accessible for larger machinery and reducing its efficiency for modern farming methods and would therefore be less desirable for any agricultural use.

- 5.22. In the context of the District and the region as a whole, the agricultural land within the Site forms a relatively small proportion of land in comparison to the total area of farmed productive land. Within Essex is estimated to be 2,103Km² in 2017 which is 59% of the total within the County. This is higher within the District as between 66.3- 80.6% is regarded as being productive.
- 5.23. Therefore, the overall loss of agricultural land in this context is not considered to be significant, particularly as the Council have acknowledged, including as part of recent appeals, that it will have to accept development on hitherto unidentified greenfield sites in order to meet its housing targets before a new plan can be adopted. It is therefore considered that the requirements of Policy ENV5 are met in the absence of any alternative sites.
- 5.24. Within the Inspectors Decision on the refused Section 62A Application, they set out at paragraph 26 that:
- “Nonetheless, the site represents a small proportion of the BMV land in the district as a whole and its loss would not be significant. I also acknowledge that this was not raised as a main issue in the much larger appeal scheme.”*
- 5.25. As such, no adverse impacts in terms of loss of agricultural land were identified by the Inspector.

Housing Mix and Affordable Housing

- 5.26. Policy H9 seeks to achieve the provision of 40% affordable housing of the total number of dwellings on allocated and windfall sites. This is negotiated on a site-to- site basis, with regard to the most up to date Housing Needs Survey, market and site considerations.
- 5.27. As set out above there is a pressing need for affordable housing as evidenced on the UDCs waiting list, which as of January 2021, stood at over 1,200 people, including nearly 250 expressing an interest in the Takeley and Little Canfield Area in particular. In addition, a separate list is maintained for those wishing to purchase a shared ownership property for those who cannot afford to purchase at the market rate, a problem exacerbated by growing un-affordability.
- 5.28. In total 40no. dwellings are proposed, of which 40% are proposed as affordable housing units (16no. units) as a fully policy compliant provision.
- 5.29. The proposed mix from the 2017 SHMA and the preferred mix, as put forward by UDC as part of pre-application discussions relating to the Warish Hall Appeal Scheme, have been considered within the proposals of this application. The affordable housing need seeks a greater provision for smaller units and which the 2017 SHMA indicates there is most demand for.
- 5.30. The proposed provision closely aligns with the preferred affordable SHMA housing mix and that as stipulated by UDC at the pre-application stage for the Warish Hall Farm Scheme.

	Affordable Mix Requested by UDC	Current Affordable Need (Braintree & Uttlesford SHMA 2017)	Affordable Mix Proposed within the application
1 Bed	18.4%	13.5%	0%
2 Bed	55.3%	44.1%	50%
3 Bed	25%	34.2%	25%
4 Bed	1.3%	8.1%	25%

Figure 10 - Requested Affordable Mix vs Proposed Affordable Mix

- 5.31. In terms of the overall mix of market dwellings there is similarly a range of housing types and sizes to cater for first time buyers to family dwellings. This includes terraces, semi-detached and detached dwellings. It is therefore considered that there is sufficient mix and provision of homes that would accord with relevant policy including the requirements of Policy H9 and H10.
- 5.32. Within the Inspectors Decision on the refused Section 62A Application, they set out at paragraph 85 that the provision of 16 affordable dwellings should carry “significant weight” and that the provision is consistent with advice from UDC Housing Officers and provide a suitable mix of housing, including bungalows, meeting the needs of various occupants.

Countryside Protection Zone

- 5.33. The Site falls within the ‘Countryside Protection Zone’ (CPZ), an area which surrounds Stansted Airport and which is primarily designated to prevent coalescence between the airport and the surrounding countryside. It was first designated in the 1995 Local Plan. A plan showing the extent of the CPZ is set out at Appendix C. This shows that to the west of the airport, in particular the long stay car parks are immediately bounded by the M11 with land of the opposite side designated as Green Belt. Surrounding the airport to the northern, eastern and western sides is the CPZ designation which ranges from in its extent between a few hundred metres to approximately 3.5km in depth.
- 5.34. UDC Local Plan 2005 Policy S8 addresses the Countryside Protection Zone. The zones’ purpose is to maintain a local belt of countryside around the airport that will not be eroded by coalescing development between the airport and the surroundings. The policy states:

“Policy S8 – The Countryside Protection Zone

The area and boundaries of the Countryside Protection Zone around Stansted Airport are defined on the Proposals Map. In the Countryside Protection Zone planning permission will only be granted for development that is required to be there, or is appropriate to a rural area. There will be strict control on new development. In particular development will not be permitted if either of the following apply:

- a) New buildings or uses would promote coalescence between the airport and existing development in the surrounding countryside;*
- b) It would adversely affect the open characteristics of the zone.*

- 5.35. This approach was proposed to be carried forward in withdrawn Local Plan within an overarching countryside protection policy (Policy SP 10). Supporting text to this policy noted:

“The priority within this zone is to restrict development which would cause coalescence between the airport and surrounding development. Coalescence is the physical coming together or merging between the airport and existing development in the zone. New building will generally lead to coalescence. The change of use of a building in itself will not lead to coalescence unless there is associated development such as outside storage or car parking. Each case needs to be judged on its merits, where there are only modest levels of additional parking on a tightly well-defined site for example, it may not be considered as leading to coalescence. Development which complies with the Strategic Policy SP10 Protection of the Countryside will only be permitted if it also consistent with this over-riding objective.”

- 5.36. A study commissioned by UDC and undertaken by Land Use Consultants Ltd (LUC), in June 2016 looked more closely at land within the policy area, against four purposes, albeit that these are not tests of the policy itself: (1) To protect the open characteristics of the CPZ; (2) To restrict the spread of development from London Stansted Airport; (3) To protect the rural character of the countryside (including settlements around the airport); and (4) To prevent changes to the rural settlement pattern of the area by restricting coalescence. The Site falls within area 5 of 10. However through the previous inquiry the Council confirmed the document was to be updated as it was out of date due to its age and contained a number of errors.
- 5.37. The plan at **Appendix C**, whilst not exhaustive, notes a number of previously approved planning applications that have been granted both by the Council and on appeal, for development which ranges from a few dwellings to several hundred. Whilst development within the zone is evidently strictly controlled, very clearly the CPZ policy area is not sacrosanct, with each case needing to be assessed on its individual merits on a case-by-case basis.
- 5.38. In the case of the development on the land on west side of Parsonage Road (Ref. No. UTT/19/0393/OP) it was noted by the Inspector that any harm to the character and appearance of the countryside around the airport and CPZ as a whole, would be limited. (See Figure 2 below).
- 5.39. The Land to the east side of Parsonage Road, (Ref. No. UTT/21/2488/OP) was approved on 09th November 2022 by UDC. This development encloses the application Site to the north, where it is already enclosed to the west by the Weston Group Headquarters; to the east by Priors Wood and to the south by residential development. (See Figure 2 below).
- 5.40. The application Site is similar in that it is enclosed on all boundaries by dense and mature trees and hedges, and is well related to the existing settlement.
- 5.41. An application (Ref. No. S62A/22/0000004) has also recently been granted under Section 62A for a solar photovoltaic farm to the north of the application Site. The proposals of this application would involve development within the CPZ that would lead to greater coalescence between the airport and the existing settlements and would impact upon the openness of the zone.



Figure 11 - Developments to the east and west of Parsonage Road

- 5.42. The application Site is further from the airport in comparison to the approved developments indicated on Figure 7, therefore it is considered that the application Site would be less impactful in terms of the coalescence between the airport and the surrounding settlements in comparison to those developments set out in Figure 7. It has been noted that the site is well enclosed by the planting around its boundary.
- 5.43. The developments set out in Figure 7 are also located in a much more open locations in comparison to the Site, and thus the proposals would be less impactful on the openness of the zone, when compared to the proposals recently granted planning permission.
- 5.44. This is reiterated within the recent appeal decision (Ref. APP/C1570/W/22/3291524) which relates to the application Site, where the inspector stated (our emphasis):

*“Nevertheless, I agree with the appellant that in terms of that part of the appeal site which comprises 7 Acres and **Jacks**, it is **enclosed by mature boundary planting and existing development**. This sense of enclosure means that these areas of the appeal site are **largely separate from the wider landscape** and the LVIA identified visual receptors. Accordingly, I consider **the proposal would have minimal effect in terms of landscape character and visual impact in respect of these areas.**”*

- 5.45. Given the characteristics of the Site, its position relative the airport, combined with the Site constraints and its surroundings, the impact on the CPZ is therefore considered to be very minimal. The Site is enclosed by existing and proposed development; therefore, development of the Site would not detrimentally impact on the openness of the CPZ.
- 5.46. It is contended that the approved developments set out in Figure 7 would have a greater impact in relation to the openness of the CPZ and any perceived coalescence, when compared with the proposals of this application which will not be evident. Given the overriding for housing need, the lack of allocated sites and the shortcomings in the failed local plan attempts, there remains an overriding an pressing need to provide housing in sites beyond the settlement boundary and within close proximity of the most sustainable settlements within the district which includes Takeley. As such this application should be deemed acceptable in regards to its accordance with Policy S8.
- 5.47. This view is further informed by a detailed Landscape Visual Impact Assessment (LVIA) provided in support of the application, with details set out below.
- 5.48. Within the Section 62A Decision for the refused Application (paragraph 82), the Inspector sets out the as the Site is within the CPZ, there would be a degree of conflict with the Local plan, although this carries reduced weight due to the relevant policies being out of date.
- 5.49. Moreover, the emerging local plan seeks to remove a large area of the CPZ (see figure 8), which has seen a number of recent planning applications approved within, and is an area within which future growth is proposed. This, along with recent approvals within the currently designated CPZ, shows that this policy area is not sacrosanct, and will need to be revised to facilitate future growth.

Landscape and Visual Impact

- 5.50. Weston Homes commissioned Allen Pyke to provide landscape consultancy advice, including an assessment of the likely visual impacts of the development by way of a detailed Landscape and Visual Impact Assessment (LVIA). Whilst the assessment looks at the CPZ designation in some detail, it provides a much wider and more in-depth study, looking at the potential visibility of the Site and the impact on a series of 'receptors' i.e. those people/properties likely to experience a change, in the event that the application were to be approved. The study has been carried out and accords fully with the Landscape Institute Guidelines for LVIA 3rd Edition.
- 5.51. The LVIA identifies the Zone of Visual Influence (ZVI) from which the Site and future proposals might be seen, as determined by landform and topographical features, vegetation etc. The impact on views from surrounding dwellings and those travelling on roads and footpaths surrounding the Site, has been considered from a variety of representative viewpoints.
- 5.52. Generally, the views most affected are well confined to the immediate surrounds with no long views into the Site that will be adversely affected in the long-term.

- 5.53. As a result, the LVIA notes that although the introduction of new housing will have a notable effect on landscape character and the views from adjacent residential properties and public rights of way, any notable adverse effects will be mostly short-lived. The design and layout has been carefully considered so as to ensure it is compatible with the scale, form, layout, appearance and materials of the surrounding settlement areas and prevailing character.
- 5.54. Notably, along Smiths Green Lane, the layout seeks to retain and enhance the environmental features and minimises environmental impact on neighbouring properties by providing appropriate mitigation by the provision of larger dwellings and by maintaining wide margins at set back building frontages along the established “building line” to reflect the prevailing pattern and character. Due to the high-quality nature of the intervening landscape, including dense boundary planting and as a consequence of limited intervisibility, the proposals will make no contribution to any perceived coalescence between the settlements of Takeley and Little Canfield.
- 5.55. The extent of residual adverse effects has therefore been reduced through careful planning and consideration of each receptor potentially affected. As such the proposals comply with relevant Policies including GEN2, ENV3, ENV8, S7 and S8.
- 5.56. Following the determination of the Section 62A Application, Allen Pyke has also now issued a LVIA Addendum which assesses the impact of the Access and Byway Improvements and looks at night-time impacts from the scheme. The conclusions reached in this document echo the same conclusions set out in the original LVIA.

Design, Appearance and Layout

- 5.57. As explained above, the proposals of this application comprise an amended version of the Jacks element of the application to develop the Land at Warish Hall Farm, which was recently dismissed at appeal (Ref/ No. UTT/21/1987/FUL), hereinafter referred to as the Warish Hall Farm application.
- 5.58. Comments from the Urban Design officer during the application currently pending decision with UDC (Ref. No. UTT/21/3126/FUL) have also been picked up within the amendments submitted with this Section 62A application.
- 5.59. During the pre-application and application process for the Warish Hall application, Weston Homes engaged with the Council in pre-application consultation and also liaised with the Council’s Urban Design Officers in order to establish a layout and design which will be best suited for the Site. The Council nor the Inspector raised any concerns or objections with regard to the design of this parcel. The scheme proposes the bring forward a contemporary development with a bespoke range of homes, based on a robust palette of materials which also draws upon various characteristics and materials found in surrounding developments in the Takeley and Little Canfield Area, as well as drawing upon precedent in the wider Uttlesford District. This approach is still supported by the UDC Urban Design Officer.
- 5.60. Due consideration has also been given to the Essex Design Guide, and the principles set out in this document have been applied throughout the proposals, in order to ensure the highest level of design which can be achieved is brought forward on the application Site. Accordingly, the provisions of Policy GEN2 are met by the proposals of this application.

- 5.61. The Design and Access Statement provides further details on the proposals of this application, including design development, with reference to the sites' constraints and opportunities.
- 5.62. Within the Inspectors Decision (paragraph 82) to refuse the previous Section 62A Application, the Inspector sets out that they found the design and layout of the proposals, which remain unchanged within this application, to be acceptable.

Access, Highways and Parking

- 5.63. Access to the Site will be via Smiths Green Lane using the existing access point.
- 5.64. The internal road network has been designed to accommodate the largest vehicles likely to access the Site on a regular basis. Swept path analysis, included within the TA demonstrates that both a refuse vehicle and fire tender can access all parts of the application Site.
- 5.65. In some locations, bin collection points are required to prevent refuse operatives being required to walk further than the maximum permitted distance. These are marked on the swept paths included and are located within both the residents' and refuse operatives' maximum recommended walk distances. Residents of the 2no. dwellings located off Smiths Green Lane will be required to take their bins to the kerb on collection day. This arrangement is common throughout the area.
- 5.66. Segregated cycle and footways form an important feature of the Site and run alongside the primary access road, whilst providing sustainable access to the Priors Green development to the east.
- 5.67. The Site has good access to facilities and services on foot and by cycle. There are also Public Rights of Way on the west of Smiths Green Lane which connect with Parsonage Road to the west.
- 5.68. Parsonage Road is provided with footways on both sides of the carriageway between the Weston Group Headquarters and the signalized junction with Dunmow Road (the B1256) to the south. This provides access to local shops and the wider footway network serving Takeley. Smith's Green Lane is not equipped with footways, it is however possible to access Jacks Lane from the rear of the Site. The restricted byway which runs along the north-eastern boundary of the Site, provides a link to the recent Little Canfield/ Priors Green development, including Priors Green School, local bus stops and the neighbourhood centre. The County Council has previously requested this route be surfaced and lit and a planning obligation is proposed to secure this.
- 5.69. Parsonage Road and Smiths Green Lane are generally suitable for cyclists, both being subject to 30 mph speed limits and primarily serving local traffic. More widely, the Flich Way follows the path of a disused railway to the south of Dunmow Road. It forms part of National Cycle Route 16 and links Takeley to Great Dunmow and Braintree and also serves the intersection with National Route 50. Smiths Green Lane forms part of the on-road route linked with the National Cycle Network that runs north to Bambers Green, Molehill Green and network of smaller villages within Uttlesford.

- 5.70. Takeley is well served by bus routes which are accessible from bus stops on Parsonage Road, Dunmow Road and within the Little Canfield development. Stansted Airport provides a major public transport interchange catering for rail, national coach, regional coach and local bus services and is just a six minute bus journey from the stops on Parsonage Road. From the train station at the airport there are approximately 10 departures per hour, four to London Liverpool Street, two to Stratford, two to Stansted Airport and two to Cambridge.
- 5.71. Bishop's Stortford station is located eight kilometres west of the application Site, while this is beyond reasonable walk and cycle distances for functional journeys, it is accessible within 30 minutes via bus route 508, which serves the stop near the Four Ashes junction.
- 5.72. The Transport Assessment (TA) accompanying this application has sourced traffic data from a number of surveys and past applications in order to understand the operation of the network prior to establishing the impact from the proposed development. Due to fluctuating and generally reduced traffic levels as a result of the pandemic, current survey data cannot be relied upon and thus previous survey data is more robust. Key junctions as identified in discussions with ECC, have been assessed, which include the Four Ashes crossroads and the Parsonage Road/Hall Road roundabout close to Stansted Airport. The TA has taken into account a number of additional consented schemes within the area, along with background traffic growth that has been factored into calculations and modelling.
- 5.73. Overall, it has been calculated that the proposed development has the potential to generate a total of 20 two-way vehicle movements in the AM peak period and 20 two-way vehicle movements in the PM peak period. The daily equivalent is generation of 182 two-way vehicle movements. Vehicular activity of this magnitude equates to just under 1.5 additional vehicles per minute in the peak travel periods.
- 5.74. Following the grant of planning permission for Land West of Parsonage Road (Ref: UTT/19/0393/OP) this proposed and secured that a system to upgrade the function of the traffic lights known as Microprocessor Optimised Signal Actuation (MOVA) be installed at the Four Ashes Crossroads. This features a detection system that takes into account the actual traffic using the junction and seeks to optimise the phasing by adjusting the changes of lights to provide increase capacity through the junction to account for greater flows as opposed to running on a repeating timed cycle. Micro-simulation modelling of the system suggests that significant reductions in delay and queues are likely to be achieved. Given that the junction is predicted to operate within typically accepted capacity thresholds, this will improve trip times once MOVA is installed and is likely to improve junction performance, typically by 15 - 20%. Thus, there is sufficient capacity remaining within the Four Ashes junction following the MOVA upgrade to accommodate any growth from the Site.
- 5.75. A total of 98 residential car parking spaces are provided, which equates to an overall ratio of approximately 2.45 spaces per dwelling. In accordance with ECC/UDC guidance, larger dwellings are provided with at least two spaces although within Uttlesford these are expressed as minimum standards. Suitable provision is made for visitor parking (10 spaces) in accordance with the Essex Parking Standards (25%).

- 5.76. The proposed level of parking will meet the required provision set out in the Essex Parking Standards Design and Good Practice (September 2009), and will also meet the standard for the dimensions of parking spaces which are also set out in the Essex Parking Standards Design and Good Practice Document.
- 5.77. All of the residential parking for each house will be fitted with an electric vehicle charging point and those properties without garages will be provided by secure cycle storage.
- 5.78. Accordingly, it is considered that the proposal complies with relevant up to date policy requirements as set out within the NPPF, the impacts of which will not be severe. The requirements of UDC Policies GEN1, GEN6 and GEN8 are therefore also satisfied.
- 5.79. Within the Inspectors Decision to refused the previous Section 62A Application, they set out, at paragraph 83 that they are not persuaded that safe and suitable access for non-motorised vehicles can be provided whilst preventing significant harm to local character and biodiversity arising from the surface and lighting proposals to the Byway.
- 5.80. Following the Section 62A Decision being issued, a detailed design for the Byway improvements and facilitation of the visibility splays has been drawn up. This Byway improvement scheme provides safe and sustainable access for existing and future residents via Active forms of Travel. The facilitation of the visibility splays means that safe access to and from the Site can be achieved and will be maintained in perpetuity.

Flood Risk and Drainage

- 5.81. The Site falls within flood zone 1, the area at lowest risk of flooding. A Flood Risk Assessment (FRA) and Sustainable Drainage Systems (SuDS) Report has been prepared by specialist consultants, EAS.
- 5.82. To inform their assessment and drainage design, a number of infiltration tests were carried out across the Site which provided good results, confirming that infiltration would be a suitable means of draining the new development.
- 5.83. At an early stage in the design of the proposals for the Warish Hall application, advice was sought from MAG who advised avoidance of standing water in the SuDS proposals that could be likely to attract birds in order to safeguard the operational effectiveness of the airport. This was also acknowledged by ECC in pre-application correspondence, as noted in the FRA. A separate Bird Hazard Mitigation Plan has been provided.
- 5.84. As areas of SuDS are not generally adopted by local authorities or statutory undertakers, the proposed SuDS features will be subject to maintenance arrangements that have been outlined within the FRA. Private arrangements to facilitate the ongoing management will be put in place.
- 5.85. Accordingly, the drainage proposals are considered to comply with the requirements of the ECC SuDS and CIRIA Guidance and requirements of Policy GEN3.

- 5.86. In dealing with Flood Risk and Drainage the Inspector set out within the Decision on the refused Section 62A Application that they were 'satisfied that the proposals would be in compliance with Local Plan policy GEN3 and paragraph 169 of the Framework in relation to requirements for sustainable drainage systems.

Landscaping and Public Open Space

- 5.87. The scheme proposes an effective area of public open space as a central feature of development which is positively addressed and well located in relation to the PROW. Analysis and consideration of existing green Infrastructure within the locality, for which there is an identified shortage, and for play provision within the village has been undertaken in order to identify the type of provision most likely to benefit new and existing residents, as part of these proposals.
- 5.88. UDCs policy for open space and play provision is not definitive in seeking a specific quantum of space to be provided given that the policies are dated. A figure of 0.1ha per 1,000 population has been benchmarked as being the required play provision across the District. National guidance, for example within Fields in Trust (FiT), has therefore also been referred to in calculating play space provision which includes an equipped Local Area of Play (LAP). This is indicated on the plans and incorporate formal, timber-based play equipment provision.
- 5.89. The quantum of space provided exceeds that sought by the Council and provides interest and features that that will provide a major enhancement to local amenity.
- 5.90. Within the Inspectors Decision on the refused Section 62A Application, they afford moderate weight (see paragraph 87) to the provision of publicly accessible open space and play area, as a public benefit of the scheme.

Ecology

- 5.91. The application proposes development upon Land that is currently an agricultural field which, due to the nature of its existing agricultural use, has been regularly cropped, ploughed and sprayed with chemical pesticide, fertilisers and the like up to the field margins. For the past two years the site has been used to grow hay.
- 5.92. The field margins partly within but mostly surrounding the Site include grassland, hedgerows and ditches, thus offers the potential for a range of habitat to support a more biodiversity range of plants and wildlife, including protected species.
- 5.93. From the survey data carried out for the Warish Hall Farm application, this had identified the presence of bats (Common Pipistrelle and Soprano Pipistrelle – the most common species of UK bat), a low population of common lizard and grass snakes and a range of bird activity but an absence of ground nesting birds. Tests for Great Crested Newts and survey for Badgers have been returned negative. The range of survey information available has sought to accurately characterise the potential impact on protected and priority species. The detailed Site layout has therefore been drawn to provide appropriate mitigation measures to include but not limited to:

- Retention of all significant trees and hedgerows around the perimeter and within the Site.
- The creation of open space which provides for the establishment of a coherent ecological network on the Site;
- A sensitive lighting scheme to consider the impact on wildlife night-time landscape, in particular minimising the impact bats; and
- Provision of bird and bat boxes as well as hibernacula and 'hedgehog' gateways.

- 5.94. It is contended that as a result of the measures, the quality and quantity of the habitat will have increased following development of the Site. The proposals do not cause any detrimental impact on the Sites biodiversity and include a number of enhancement strategies, and thus are considered to accord with relevant guidance as set out within the NPPF.
- 5.95. Following the Section 62A Application being determined, a detailed scheme for the implementation of the visibility splays for the Site access and the scheme for improvements to the Byway has been worked up. There has been on going correspondence between the applicant and their Ecological Consultant as well as the Places Services Ecological Advice team, in order to ensure the proposed scheme provide a safe and sustainable access route, whilst not at the expense of unacceptable biodiversity impact.
- 5.96. An Arboricultural Note has also been produced by Barton Hyett Associates which sets out that the required tree removals and pruning works to vegetation etc. would not lead to any overall unacceptable and detrimental harm in regards to arboricultural matters. A further inspection of the hedgerow by Barton Hyett highlighted that the hedge has previously been subject to regular flailing to maintain the hedge clear of the road.

Contamination

- 5.97. In accordance with the requirements of Policy ENV14, A Phase 1 Desk Study and Preliminary Risk Assessment have been undertaken in relation to the Site which has been submitted. A report has been produced in relation to the Site, which summarises the findings of the desk study with respect the historic use of each site.
- 5.98. The report concludes that the risk of potential contamination at the Site are very low, however, it is highlighted that a number of geo-environmental hazards maybe present and it is therefore recommended within the report that a geotechnical investigation is to be undertaken, including additional borehole analysis and the installation and monitoring of gas and ground water monitoring stand pipes as may be considered.
- 5.99. Details from these investigations as well as the mitigations measures to be carried out can be agreed via the imposition of a suitable planning condition. Given the previous use of the Site and location away from previously sensitive land use they are not likely to result in any significant level of exceedances that cannot be addressed by condition.
- 5.100. Within the Inspectors Decision on the refused Section 62A Application, not concerns were raised in relation to Contamination.

Residential Amenity

- 5.101. The layout, orientation and scale of the proposed development have been carefully considered in order to mitigate potential adverse impacts on the amenity of existing and prospective residents.
- 5.102. Where dwellings are located close to existing development, an appropriate separation distance is allowed for in order to mitigate potential impacts upon both existing and proposed residential amenity. As such new dwellings are proposed to be set back by at least 25m from existing or proposed properties and at least 15m from rear boundaries. In cases where dwellings are closer, the orientation of the building is 30 degrees or more to another dwelling so as to avoid direct facing windows.
- 5.103. Other mitigation measures such as scale of dwelling proposed, the positioning of habitable rooms, and retention of boundary planting have also been proposed to avoid any detrimental privacy issues.
- 5.104. In areas where proposed dwellings are in closer proximity to existing neighbouring development, the layout and orientation of these dwellings has been carefully considered to mitigate any detrimental impacts, as identified in Policy GEN2 of the UDC Local Plan. The proposed dwellings have been orientated at an angle greater than 30 degrees to the existing properties and so this impact that these proposed dwellings will have on the existing development will be minimized.
- 5.105. There are 5no. chalet bungalows proposed to be located along the southern boundary of the Site; these are proposed to be located opposite properties on Jacks Lane, to the south of the parcel. The dwellings will be smaller in terms of their scale, which will avoid any potential issues of overlooking of the adjacent bungalows on Jacks Lane, and will be further mitigated by trees and planting along the southern boundary of the Site to be retained and that will serve to mitigate impact upon the neighbouring properties outside the site.
- 5.106. The proposals have therefore been designed in a way which avoids any adverse impact on residential amenity in accordance with the provisions of Policy GEN2.
- 5.107. The Inspector, at paragraph 82 of their Decision on the refused Section 62A Application set out that they found the design and layout of the scheme to be wholly acceptable.

Heritage

Built Heritage

- 5.108. The application is accompanied by a Built Heritage Assessment (BHA) by RPS and an Archaeological Desk Based Assessment (DBA) also produced by RPS, relating to the below ground heritage assets.

- 5.109. The BHA considers a number of designated and non-designated heritage assets in the vicinity of the Site. Other buildings within Takeley, including the Grade I Listed Church of the Holy Trinity have been considered not to have any functional and historical relationship to the Site. As such the main buildings fall within an area focused around Smiths Green with the Lane.
- 5.110. The BHA has identified 3 assets which are likely to be affected by the proposals, namely; Hollow Elm (Grade II), Cheerups (Grade II) and the Warish Hall moated site and remains of Takeley Priory (The Scheduled Monument). In all cases the BHA identifies there to **no harm**.
- 5.111. Smiths Green Lane is classified by UDC as a 'Protected Lane' (non-designated heritage asset) which has a degree of historic significance but does not warrant statutory listing.
- 5.112. Paragraph 202 of the NPPF directs that "*Where a development proposal 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 including, where appropriate, securing its optimum viable use.*" Guidance on the term public benefits is set out in the PPG at paragraph 020 (Reference ID: 18a-020-20190723) and "*could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the proposed development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits...*"
- 5.113. Notwithstanding the absence of identified heritage harm, the proposal is considered to result in a number of public benefits that, when considered as a whole, carry weight in favour of granting planning permission for the proposed development. These public benefits are set at paragraph 5.9 above. The level of less than substantial harm to the heritage assets does not outweigh the public benefits of the proposals, therefore, planning permission should be granted accordingly.
- 5.114. In regards to the Protected Lane, although this is a non-designated heritage asset (NDHA), due consideration has been given to its protection. Within his decision, the Inspector dealing with the appeal scheme did not raise any specific issues with the use of the existing access off of the east of the lane.
- 5.115. Notwithstanding this, the Inspector went on to conclude that the impact on the protected lane would not be a reason to refuse the previous proposals.
- 5.116. At paragraph 68 of his decision, the Inspector says:
- 'In this case however, while the significance of the heritage asset is of a high level, the scale of the harm would be of a moderate nature, given the revisions to the scheme which has reduced the density of development in the vicinity of the Protected Lane.'*
- 5.117. At paragraph 69 of the appeal decision, the Inspector then goes on to say:
- 'The proposal therefore, as it relates to the historic interest of the Protected Lane, would not conflict with LP Policy ENV9.'*

- 5.118. Accordingly, given that the proposals of this application represent a small proportion of the development previously proposed by the Warish Hall Farm Application, it is deemed that the same conclusions can be drawn on the impact of the proposals upon the Protected Lane and that there remains no conflict with the aforementioned policy.
- 5.119. At paragraph 82 of the Inspectors Decision to refuse the previous Section 62A Application, they set out that the effects of the proposals on the setting of designated heritage assets to be acceptable. However, the Inspector had concerns on the lack of detail in relation to the lighting scheme and vegetation and the inability to assess such scheme in regard to its impacts on the protected lane (non-designated heritage assets) would be deemed an unacceptable impact of the proposals.
- 5.120. As such, the detailed design of the Byway improvements and the works to facilitate the visibility splays at the Site access have now also been considered in regards to their impact on heritage assets (designated and non-designated), as set out in the note produced by RPS (October 2023). This note concludes that these works (specifically the access works) will provide satisfactory mitigation and would not lead to any harm.

Below Ground Archaeology

- 5.121. The potential archaeological interest has been considered and presented in a Desk Based Assessment informed by a geophysical survey undertaken. No areas of archaeological interest have been identified within the Site although previous investigations had previously taken place on the Bull Field/Maggots field part of the previous Appeal scheme. Therefore, there are no impacts on below ground archaeology which would outweigh the public benefits of the scheme, therefore planning permission should be granted.
- 5.122. No issues were raised by the Inspector in their Decision to refuse the previous Section 62A Application in relation to Archaeology.

Below Ground Archaeology

- 5.123. The potential archaeological interest has been considered and presented in a Desk Based Assessment informed by a geophysical survey undertaken. No areas of archaeological interest have been identified within the Site. Therefore, there are no impacts on below ground archaeology which would outweigh the public benefits of the scheme, therefore planning permission should be granted.
- 5.124. No issues were raised by the Inspector in their Decision to refuse the previous Section 62A Application in relation to Archaeology.

Noise

- 5.125. Despite falling within the 12km Aerodrome safeguarding zone associated with Stansted Airport, the location of the Site is well outside the main noise contours associated with the airport for both daytime and night-time noise. The general noise environment at the Site is associated with vehicular road traffic, in particular from the A120, Dunmow Road (B1256) and Parsonage Road in the local vicinity.

- 5.126. Accordingly, noise surveys at a variety of locations at the Site have been carried out by Stansted Environmental Services (SES) in order to ascertain ambient and maximum noise levels experienced across the Site in accordance with BS8233:2014 (Sound Insulation and Noise Reduction for Buildings – Code of Practice).
- 5.127. An unmanned environmental noise survey was undertaken at the Site. The unattended measurements were taken over 1 minute period between 16:09 on 6th April 2021 and 23:55 on 10th April 2021. Monitoring was conducted over 5 days to determine prevailing ambient and maximum noise levels affecting the development. The measurement position was approximately 1.5m above ground level and under free-field conditions.
- 5.128. The recommended minimum sound reduction performance requirement for façade elevations is set out in Table 8 of the Noise Assessment, which is reproduced below in figure 8.

Period	Measured External Noise Level, dB	Internal Noise Level Requirement, dB	Minimum Sound Reduction Performance Requirement, dB SRI
Daytime (07:00 - 23:00)	49.3dB $L_{Aeq,16hour}$	35dB $L_{Aeq,16hour}$	14
Night-time (23:00 - 07:00)	51.0dB $L_{Aeq,8hour}$	30dB $L_{Aeq,8hour}$	21
Night-time (23:00 - 07:00)	52.7dB L_{AFmax}	45dB L_{AFmax}	8

Figure 12 - Extract from Noise Assessment - Minimum Sound Reduction Performance Requirement

- 5.129. The assumed sound reduction performance for the non-glazed elements is set out in Table 9 of the Noise Assessment, which is also re-produced below in figure 9.

Element	Octave band centre frequency SRI, dB					
	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz
Non-glazed element SRI	36	40	41	45	52	52

Figure 13 - Extract from Noise Assessment - Minimum Sound Reduction Performance Requirement

- 5.130. It is necessary to achieve suitable internal ambient noise levels to meet BS8233:2014 recommendations.

- 5.131. A minimum of 25dB Rw+Ctr noise reduction is required for all glazed elements in habitable rooms at the premises. Example specification with minimum sound reduction index figures are provided for the new glazing proposals.
- 5.132. The performance is specified for the whole window unit, including the frame and other design features such as the inclusion of trickle vents.
- 5.133. With the implementation of the controls stated above, the required internal noise levels can be achieved as referred to in BS8233:2014, so noise should not be a concern for the development of the Site. It is therefore considered that the proposals satisfy the requirements of the relevant policies, including GEN4, ENV10 and ENV11 of the UDC Local Plan.
- 5.134. During the determination process for the previous Section 62A Application, the EHO raised concerns relating to the nearby Essex and Herts Shooting School. The Applicants Environmental Consultant provide a detailed response (see **Appendix H**).
- 5.135. Within paragraph 82 of the Inspectors Decision on the refused Section 62A Application, the Inspector sets out that they find the effects of noise acceptable.

Air Quality

- 5.136. An Air Quality Assessment has been produced by Aether in support of this application. It should be noted that no concerns were raised in relation to air quality during the application process for the wider Warish Hall Farm application (Ref. No. UTT/21/1987/FUL). Similarly, it is expected that this would be the case with the proposals of this application.
- 5.137. Within the local area the level of air quality is generally good. There are elevated areas of pollution within the District however and there are primarily due to traffic levels. This includes a zone immediately adjacent to the A120 to the north which has previously been identified by UDC to be within a poor air quality zone although this is not an Air Quality Monitoring Area (AQMA). Within UDC there is one AQMA in Saffron Walden. There is also an AQMA at the Hockerill crossroads within Bishop's Stortford and that falls within the jurisdiction of East Herts District Council (EHDC).
- 5.138. Within the district there are a series of sites where diffusion monitoring is carried out by UDC, the closest location of which is close to the Four Ashes junction. This data has been used and modelled in accordance with published methodology and specialist software, taking into account a range of data and background information.
- 5.139. This modelling has then been used to determine the impact of the proposed development on local air quality, both in terms of human health and due to the proximity of Prior's Wood. The data has been calculated at a range of receptor locations around the Site for both the current levels of pollution and post development for oxides of nitrogen (NOx), including nitrogen dioxide (NO₂) and particulate matter (PM₁₀/PM_{2.5}). The data takes into account other developments in the locality, notably the committed development, which has also been assessed in terms of its traffic impact.

- 5.140. Based on the evidence it is estimated that there will be no exceedance of either short term objectives for NO₂ or PM₁₀. The 'with development' scenario predicts that the development would cause NO₂ or PM₁₀ concentrations to increase by less than 0.1 µg/m³, at the development and nearby residential receptors. Therefore, no mitigation is required as the air quality objectives are predicted to be met and only a negligible increase in pollutant concentrations is predicted.
- 5.141. Provision will also be made for electric vehicle charge points to facilitate the increasing demand for this infrastructure as the population move to this more sustainable form of private transport. The details of the electric charge point provision can be secured via planning condition.
- 5.142. Air quality was not raised within the Inspectors Decision on the previous Section 62A Application, and as such is deemed acceptable in this instance.

Airport Safeguarding

- 5.143. Due to the proximity of the Site to London Stansted Airport it falls within the 13km safeguarding zone as a consequence of which the airport operator, Stansted Airport Limited (STAL) on behalf of owner Manchester Airport Group (MAG) are consulted.
- 5.144. The safeguarding requirements set out a range of factors to consider at the design stage for the construction and operational phase of the development. This can include height of development and construction equipment to be specified e.g. use of cranes; lighting (to prevent upward light spill); avoiding glint and glare from materials and measures to prevent bird flocking so far as possible within the layout.
- 5.145. The detailed layout of the drainage has also been carefully considered to avoid measures which will lead to safeguarding concerns. For example, standing water that might attract certain species of gulls and geese has been excluded as a potential SuDS feature. Similarly, the detailed planting species of trees and hedgerows proposed avoid any variety of berry-bearing planting that will thus prevent attraction to species of flocking birds. These details could be secured by planning condition.
- 5.146. A Bird Hazard Management Plan has been prepared by Ecology Solutions which accompanies the application. This details ecological safeguarding measures and provides the framework for a manageable plan to be subject to the imposition of a planning condition and that will thus be enforceable throughout both the construction and long-term operational phase of the development.
- 5.147. No concerns were raised by the Inspector in their Decision on the Section 62A Application in relation to Airport Safeguarding, as such, this is not deemed to be an issue in regards to this Application.

Sustainable Design & Construction

- 5.148. A Sustainability Statement has been submitted in support of this application which sets out the sustainability merits of the scheme, with reference to the requirements set out in UDCs Interim Climate Change Planning Policy (2021).

- 5.149. Whilst it is not a formal SPD, the policy document pulls together a variety of suggested environmental mitigation measures across a wide spectrum of environmental and construction related best-practices. The document sets out 14 Interim Policies, each of which are addressed in the Sustainability Statement.
- 5.150. Notably the development proposes to deliver a sustainable community which offers much needed homes within the area, with associated public open space.
- 5.151. As well as the recreational opportunities which the open space brings, the inclusion of green space and tree planting throughout the proposed development will substantially benefit the area from a biodiversity perspective. A number of other ecological benefits are proposed within the development, including bat and bird boxes, and additional new habitats such as planted margins and hedgerows.
- 5.152. A number of renewable energy options have been considered but due to the Sites size and close proximity to the airport, it was not possible to include a number of these. The Sustainability Statement provides more detail on these measures.
- 5.153. Dwellings will be fitted with air source heat pumps in lieu of gas boilers. This specification would be adaptable to meet 'Future Homes Standards' which will enable the delivery low carbon homes to meet the nationally imposed timetable through changes in the building regulations. In advance of this all dwellings will be fitted with EV provision.
- 5.154. The measures outlined by the Interim Policy are therefore positively addressed by the proposals of this application.
- 5.155. Within their Decision (paragraph 87) on the previously refused Section 62A Application, the Inspector affords moderate weight to the use of modern building methods, improved insulation and energy efficient heating, as a benefit.

Community Involvement

- 5.156. As part of the appeal scheme, an extensive amount of public consultation was undertaken which informed those proposals.
- 5.157. A summary of the public consultation is set out below:
- Leaflet drops to local residents detailing a consultation webpage;
 - Online consultation page with information on the proposals and a portal for submitting comments;
 - Further leaflet drop following amendments, detailing an updated consultation webpage;
 - Updated online consultation page with information on the amendment and a portal for submitting comments; and
 - Public Exhibition on the proposals for people to understand the proposals and ask any questions as well as raising any concerns with the design team.

5.158. As a whole, the proposal maintains the design principles established under the previous Warish Hall Farm application (Ref. No. UTT/21/1987/FUL), which had undergone extensive public engagement as set out above. The feedback from this consultation has been taken on board and used to inform the proposals of this application. Furthermore, consultee comments from the current application (Ref. No. UTT/22/3126/FUL) are set out within Appendix B and the public consultee comments on the current application are set out at paragraph 1.11.

Planning Obligations

5.159. At the time of submission UDC has not adopted a CIL charging schedule and will not be in a position to do so until such time it has adopted its Local Plan.

5.160. Pursuant to Section 106 (S.106) of the Town and Country Planning Act 1990, as amended, local planning authorities have the power to enter into planning obligations with any person with an interest in land for the purpose of restricting or regulating the development or use of the land. In accordance with Regulation 122 of the CIL regulations, a planning obligation must be:

- a) Necessary to make the proposed development acceptable in planning terms;*
- b) Directly related to the proposed development; and*
- c) Fairly and reasonably related in scale and kind to the proposed development.*

5.161. The above tests are repeated in paragraph 56 of the Framework. Paragraph 54 states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

5.162. Outline draft Heads of terms are set out within Appendix D to secure a range of infrastructure requirements as outlined within this Statement. A draft S106 has been previously prepared.

6. Summary and Conclusion

- 6.1. This Planning Statement has been prepared by Weston Homes Plc (The Applicant) in support of a full planning application made to Uttlesford District Council (UDC) in relation to the land to the north of Jacks Lane, Takeley, Essex. Takeley is identified as one of the most sustainable, larger settlements within the District. There is good access to facilities and services which support the needs for day to day living, as well as access to public transport and jobs.
- 6.2. The application is submitted as a full planning application, with detailed proposals for all elements of the application provided. Alongside details of 40no. new market and affordable homes, the application includes detailed information on proposed Site and other infrastructure, including open space provision. In summary the application includes;
- i) 40 New Homes including;
 - ii) 16 Affordable Homes; and
 - iii) New formal and informal open space.
- 6.3. This Planning Statement should be read alongside of a number of supporting documents and technical reports that have been commissioned in support of the application.
- 6.4. The Development Plan for UDC is significantly out-of-date, therefore, inline with the provision of paragraph 11 of the Framework the tilted balance is still engaged and in determining any application, there should be a presumption in favour of sustainable development, and the public benefits of the scheme shall be assessed against any identified adverse impacts, in line with the policies set out in the Framework.
- 6.5. Overall, there are no adverse impacts that would be likely to arise from the development that would warrant the application being refused.
- 6.6. This Application is reflective of the previous Section 62A (Ref. No. S62A/2023/0016) which was refused for the following reasons:

“1) It has not been adequately demonstrated that lighting and loss of vegetation, particularly in relation to access works and off-site proposals to improve the restricted byway Takeley 48/25 would not result in unacceptable harm to the established character and appearance of the surrounding area and to the significance of Smiths Green Lane (Warish Hall Road), a protected lane and non-designated heritage asset. This is contrary to policies S7, ENV9 and GEN2 of the Uttlesford Local Plan and paragraphs 130 c), 185 c) and 203 of the National Planning Policy Framework.

2) It has not been adequately demonstrated that safe and suitable access to and from the site for pedestrians and cyclists could be achieved which meets highway design standards whilst responding to local character and biodiversity considerations, contrary to Uttlesford Local Plan policy GEN1 and paragraphs 92, 110 and 112 of the National Planning Policy Framework.”

- 6.7. In order to address these reasons for refusal this application provides a fully detailed scheme for the facilitation of the visibility splays for the access to the Site and the improvements to the Byway adjacent to the Site. The acceptability of these works has also been set out in terms of Highways, Ecological and Arboricultural Impacts, in order to come to an acceptable scheme. The works have then been assessed in regards to their impacts on heritage assets (designated and non-designated) and landscape and visual impacts, which has not identified any further harms that would outweigh the benefits of the scheme.
- 6.8. The reasons for refusal set out in the Decision on the previous Section 62A Application have now been sufficiently addressed, with full details of the Byway Improvements and visibility splays for the access fully provided. These have also been assessed in regards to the landscape and visual impact and heritage impact arising from such proposals and are deemed acceptable.

Appendix A: Section 62A Decision Notice – Ref. No. S62A/2023/0016



Decision Notice and Statement of Reasons

Site visits made on 20 June 2023 and 24 July 2023
Hearing held on 25 July 2023

By Susan Hunt BA (Hons) MA MRTPI

A person appointed by the Secretary of State

Decision date: 9 August 2023

Application Reference: S62A/2023/0016

**Site address: Warish Hall Farm, Smiths Green Lane, Takeley, Essex
CM22 6NZ**

- The application is made under section 62A of the Town and Country Planning Act 1990.
 - The site is located within the administrative area of Uttlesford District Council.
 - The application dated 11 November 2022 is made by Weston Homes PLC and was validated on 24 April 2023.
 - The development proposed is Erection of 40 no. dwellings, including open space landscaping and associated infrastructure.
-

Decision

1. Planning permission is refused for the development described above, for the following reasons:
 - 1) It has not been adequately demonstrated that lighting and loss of vegetation, particularly in relation to access works and off-site proposals to improve the restricted byway Takeley 48/25 would not result in unacceptable harm to the established character and appearance of the surrounding area and to the significance of Smiths Green Lane (Warish Hall Road), a protected lane and non-designated heritage asset. This is contrary to policies S7, ENV9 and GEN2 of the Uttlesford Local Plan and paragraphs 130 c), 185 c) and 203 of the National Planning Policy Framework.
 - 2) It has not been adequately demonstrated that safe and suitable access to and from the site for pedestrians and cyclists could be achieved which meets highway design standards whilst responding to local character and biodiversity considerations, contrary to Uttlesford Local Plan policy GEN1 and paragraphs 92, 110 and 112 of the National Planning Policy Framework.

Statement of Reasons

Procedural Matters

2. The application was made under Section 62A of the Town and Country Planning Act 1990, which allows for applications to be made directly to the Planning Inspectorate where a Council has been designated by the Secretary of State. Uttlesford District Council (UDC) have been designated for major applications since February 2022.

3. Following screening by the Planning Inspectorate under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), it was found that the proposed development would not be of a scale or nature likely to give rise to significant adverse effects. Therefore an Environmental Impact Assessment was not required and I am satisfied that the requirements of the Regulations have been complied with.
4. Consultation was undertaken on 27 April 2023 which allowed for responses by 1 June 2023. Responses were received from the parties listed in Appendix 1 of this statement. A number of interested parties and local residents also submitted responses.
5. UDC submitted an officer report and minutes following a planning committee meeting on 7 June. The consultation response summarises these documents and sets out the Council's objections to the proposed development on a number of grounds.
6. Some of the consultation responses raised issues that required further information and/or revised plans. These include responses from UDC Housing Strategy and Environmental Health officers, and Essex County Council (ECC) Place Services ecology team. Having regard to the Wheatcroft Principles, I accepted additional plans and information dated 2 June and 11 July in response to those comments and a targeted re-consultation of the relevant consultees only was carried out. The first of these additional submissions led to the agreement of an extension of time to the determination period to 15 August 2023.
7. I carried out two unaccompanied site visits, the first on 20 June and then for a second visit on 24 July, the day before the hearing, which enabled me to view the site, the surrounding area and the nearby roads and public rights of way.
8. On 17 July I published an Issues Report, prepared under the provisions of the Town and Country Planning (Section 62A Applications) (Hearings) Rules 2013. This included a description of the development, consultation details and material considerations, and explored the main issues to be considered in relation to the application. In addition to that report, I set out an agenda for the public hearing. This was held on 25 July at the Council's offices in Saffron Walden, attended by a local councillor, a representative from Takeley Parish Council, several local residents, officers of UDC and ECC, and representatives of the applicant. I accepted additional documents at the hearing, and I requested further documents, both of which are listed in Schedule 2 of this decision.
9. After the hearing I received a certified copy of a Unilateral Undertaking (UU) under section 106 of the Town and Country Planning Act 1990 from the applicant which covers a range of obligations including affordable housing, first homes, public open space, healthcare, highway improvements, sustainable transport, libraries, education and school transport. A CIL compliance statement with reference to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (the CIL regs) was supplied by UDC prior to the hearing. I consider whether the obligations in the UU meet the tests set out in the Framework and satisfy the requirements of the CIL regs later in this statement.

10. In determining this application, the Planning Inspectorate has worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. In doing so, the Planning Inspectorate gave clear advice of the expectation and requirements for the submission of documents and information, ensured consultation responses were published in good time, gave clear deadlines for submissions and responses, and accepted amendments submitted by the applicant in response to the matters raised during consultation.
11. I have taken account of all written and oral representations in reaching my decision.

Main Issues

12. Having regard to the application, the consultation responses, comments from interested parties, the Council's report and Committee resolution, together with what I saw on site and heard at the hearing, the main issues for this application are:
 - whether the location of the development is acceptable, having regard to the development strategy in the development plan, and its location in the countryside protection zone;
 - whether the proposed development is accessible for non-motorised users and would be acceptable in terms of highway safety;
 - the effects of the proposed development on the character and appearance of the area;
 - the effects of the development on the significance of designated and non-designated heritage assets; and
 - effects of noise on the living conditions of future occupiers.

Reasons

Planning History and Background

13. The application site previously formed part of a much larger development site known as Warish Hall Farm, extending west of Smiths Green Lane towards Parsonage Road and Roseacres. The larger development comprised three main land parcels known as Bull Field and 7 Acres to west of Smiths Green Lane, and Jacks parcel to the east which is the site before me for determination. The proposals included 188 dwellings, employment space, a medical facility building, land for an extension to Roseacres Primary School and extension and enhancement of Prior's Wood. The application was refused by UDC in December 2021 and an appeal¹ was dismissed in August 2022 (the appeal scheme).
14. During the determination period of this application, part of the appeal scheme site (7 Acres) has since been approved for employment buildings². I was provided with a copy of the relevant documents following the hearing.
15. An application has been made to the Planning Inspectorate under Section 62A of the Town and Country Planning Act 1990 for residential development on the

¹ APP/C1570/W/22/3291524 - dismissed 9 August 2022

² UTT/22/2744/FUL - approved 28 June 2023

land parcel at Bull Field³. At the time of the hearing the application was invalid. At the time of writing, consultation has recently commenced on the application. Given it is an early stage of consideration it has limited bearing on my decision.

16. An identical planning application (UTT/22/3126/FUL) to that before me has been submitted to UDC. I was informed that this application has been held in abeyance awaiting to the outcome of my decision.
17. Smiths Green Lane is also known as Warish Hall Road, and I use the former name in this statement. It is proposed to access the site from the east side of Smiths Green Lane, which is designated as a protected lane as set out in the Uttlesford Protected Lanes Assessment (2012). Protected lanes are referred to in Local Plan policy ENV9 'Historic Landscapes' and the parties agree that the lane is a non-designated heritage asset.
18. The verges alongside Smiths Green Lane are registered as a village green and Takeley Parish Council supplied me with a copy of the relevant documentation⁴. An access over the village green would require a separate application to the Secretary of State under section 16 of the Commons Act 2006. The applicant confirmed at the hearing that no such application has been made to date, pending the outcome of my decision.
19. Takeley Parish Council also provided me with a draft copy of Smiths Green Conservation Area Character Appraisal and Management Plan, dated May 2023. The proposed conservation area would cover the areas of low density and historic dwellings around the original hamlet of Smiths Green at the southern end of Smiths Green Lane, and incorporating the western end of Jacks Lane. The application site would not be within the conservation area or adjoin its boundaries. I was told at the hearing that consultation on designation of the Smiths Green conservation area is expected to commence shortly, completing in September. A final version of the appraisal would be produced for UDC approval later in the year. Given that there is currently no conservation area designation I am unable to give it any weight, however the appraisal provides useful background information about Smiths Green Lane and the heritage assets within the area.
20. Works are proposed to upgrade the adjacent restricted byway, the Takeley 48/25 between the proposed pedestrian/cycle access to the east of the site, via Jacks Lane to Burgattes Road at Priors Green. This does not form part of the application site so forms part of the UU. I return to this matter when considering the main issue of access.

Location and Principle of Development

21. The site is situated in the countryside where policy S7 of the Local Plan is restrictive of new development. Objections were not raised by the Council in principle in terms of its location immediately adjacent to the development limits of the settlement, indicating that the new built form would provide a logical relationship with the existing settlement. The officer report also states

³ S62A/2023/0019

⁴ Takeley Parish Council 15 May 2023 and 12 June 2023

that the siting would not be unreasonable taking into account its proximity to local services and facilities.

22. Numerous local residents put to me that local infrastructure and services are considered to be insufficient to support the development. Takeley is identified in the Local Plan as a key rural settlement by policy S3. It has a range of facilities and services commensurate to its status in the settlement hierarchy. In the past 20 years or so it has expanded considerably to the east into Little Canfield, following the build out of the Priors Green urban extension. Priors Green local centre includes a small supermarket, dental practice, restaurant, hairdressers, community hall, primary school and nursery. Further shops and services are located around the B1256 and Parsonage Road in Takeley.
23. There is limited evidence before me that the addition of 40 dwellings would result in a significant strain on local services, and where there is an identified capacity issue (including health, education and library provision) the contributions within the UU seek to address this. Overall, I find there are a sufficient range of services to meet day-to-day needs within a reasonable distance of the site. As such, I am satisfied that the development of the site is commensurate with the position of Takeley in the settlement hierarchy. I consider how such services could be accessed on foot later in this statement, in the section regarding highways and accessibility.
24. The site also lies within the countryside protection zone (CPZ) as shown on the Local Plan maps and as defined by policy S8, which controls development around Stansted Airport. Development is restricted by the policy if it would:
 - a) promote coalescence between the airport and existing development, or
 - b) adversely affect the open characteristics of the area.Given the proximity of the site to existing built development and the large areas of intervening open land between the site and the airport, and having regard to the decision on the appeal scheme (paragraphs 30 and 32), I am satisfied that there would not be conflict with part a) of policy S8. In terms of part b), I consider this as part of my subsequent considerations of character and appearance.
25. Many interested parties consider that the development is not needed, given the amount of recent and ongoing housebuilding locally, as well as the range of houses for sale nearby. On a district-wide basis the Council is currently unable to demonstrate a deliverable five-year housing land supply⁵. I acknowledge that the supply position is based on the position at 1 April 2022, and that a number of housing sites will have come forward since then. Nonetheless, it is the most up-to-date published position before me. The Council told me that an update to the supply position would be unlikely until the Autumn, around the same time that a draft of the new Local Plan is expected to be consulted on. Given that the replacement Local Plan is at an early stage in its preparation there is little to suggest that the deficit would be addressed anytime soon. The application of the 'tilted balance' under paragraph 11 d) of the National Planning Policy Framework (the Framework) will be addressed in my considerations of the planning balance later in this statement of reasons.

⁵ Uttlesford District Council 5-Year Land Supply Statement and Housing Trajectory Status at 1 April 2022, Published December 2022

26. Interested parties have also raised concerns about the loss of agricultural land and potential conflict with Local Plan policy ENV5. The applicant's Planning Statement indicates that the site is Grade 2 and is therefore classified as 'best and most versatile' (BMV) land, of which there would be a loss of around 2.3 ha. The land is currently laid to grass, and given its contained nature and awkward shape it is likely to be less suitable and accessible for large farm machinery. Nonetheless, the site represents a small proportion of the BMV land in the district as a whole and its loss would not be significant. I also acknowledge that this was not raised as a main issue in the much larger appeal scheme.
27. I also note the range of other housing proposals and ongoing development in the wider area, and the pending s62A application for Bull Field. Whilst the full details of these developments are not before me, I am satisfied that their existence should not prevent an assessment of an additional 40 dwellings in the settlement on its own merits.
28. The proposed development would be abutting but nonetheless outside of the settlement boundary for Takeley, and would not meet any of the criteria within policy S7 regarding development in the countryside. Notwithstanding this, the scale and location is broadly compatible with the Key Rural Settlement status of Takeley in the settlement hierarchy as defined in policy S3, having particular regard to its proximity to the existing settlement and local services. Furthermore, I am satisfied that the proposed development would not conflict with part a) of policy S8 in terms of avoiding coalescence between Stansted Airport and existing development in the surrounding countryside. Policies S3 and S7 also require development to be compatible with the settlement's character and countryside setting, and policy S8(b) the open characteristics of the CPZ. I consider such matters in the next sections.

Character and Appearance

29. Neither the site nor surrounding landscapes are subject to any national designations, nor is there any information before me to suggest that the landscape is valued in the context of paragraph 174 a) of the Framework. The protected lane and village green status of Smiths Green Lane are not specifically landscape designations, nonetheless the non-designated heritage asset status of the lane is of relevance in wider matters of character and appearance.
30. A Landscape and Visual Impact Assessment (LVIA) has been submitted in accordance with the third edition of the Guidelines for Landscape and Visual Impact Assessment. It has appropriately considered the relevant landscape character assessments (LCA) both on a national and local level. The site lies within character area B1 'Central Essex Farmlands' of Essex LCA, and within area B10 'Broxted Farmland Plateau' of the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford LCA.
31. I would agree with the key characteristics as set out in the documents, however I acknowledge that since both of the LCAs were produced (2003 and 2006 respectively) major development has taken place around Takeley and Little Canfield. Nonetheless the characteristics have been retained in this undeveloped part of Takeley, including the irregular field patterns of mainly

medium sized arable fields marked by sinuos hedgerows and ditches, the presence of small woods and copses, and network of narrow lanes which contribute to its mostly tranquil character. Consequently, I concur with the overall assessment of landscape sensitivity in the LVIA as moderate.

32. In terms of visual effects, sensitive receptors include residents of Smiths Green Lane and Jacks Lane, and users of the public rights of way. Visual sensitivity of walkers and residents in these locations is assessed in the LVIA to be moderate or high. However I note that the LVIA includes reference to effects on more distant receptors which relate to the dismissed appeal scheme. As such, the visual effects on some receptors have been overstated. I find that the effects pertaining to Jacks parcel alone are much more localised given its contained nature, and overall the sensitivity to change of such receptors would be moderate.
33. The site benefits from dense and mature screening to all boundaries including a heavily vegetated copse to the south west. I noted on my site visit that direct views of the site are restricted from most viewpoints, and that only limited glimpses are achievable from a few short-range locations where there are gaps in vegetation. The principal vista of the of the site is via the existing agricultural access onto Smiths Green Lane, and due to the limited width of the gap, the interior of the site can only be seen when directly passing.
34. Whilst the trees and hedgerows were in full leaf on my summer site visit, I note that the LVIA was undertaken in winter and the visuals indicate a greater visibility of the site in short range views, albeit still of a filtered nature. The photographs indicate that wider public views into the site were still limited. Nonetheless, the existing pastoral nature of the site and its vegetated boundaries undoubtedly form a positive feature in the landscape of the area.
35. Residents of many of the nearby dwellings on Jacks Lane directly face the site, but are well separated both by the road and vegetation. The dwellings on Smiths Green predominately benefit from large gardens which are well contained by trees and hedgerows, so enjoy good levels of privacy. Without the presence of development on the opposite Bull Field site, I find that the change in their views would be minor adverse rather than the moderate adverse affects noted in the LVIA and this would further reduce as additional boundary landscaping matures.
36. The Council confirmed that it does not raise objections in relation to the design or layout of the housing development, nonetheless a number of interested parties have voiced concerns that the suburban nature of the development would be out of keeping with its rural surroundings. I have had regard to the comprehensive Design and Access Statement and efforts made by the applicant in the evolution of the design and in having regard to the existing character of Takeley. The proposed development does not seek to replicate the low density grain of the historic core of the village, nor the higher density residential development at Priors Green. Rather, it would sit between these distinctly different areas of the settlement, responding in particular to the more positive aspects of the Priors Green development. It would appropriately include a mix of dwelling types and heights (including bungalows) and represent a relatively low density contemporary development, with a design which would not compete with either the historic core of the

village nor the more recent developments. As such, I find the design, scale, form and layout of the dwellings to be acceptable and in general accordance with Local Plan policy GEN2.

37. There is a historic absence of lighting in this area of Takeley, and as such there is potential for the appearance of the development to be more noticeable during hours of darkness. Lighting of the application site and the associated byway improvements would be required to meet Highway Authority requirements. However there is an inherent conflict between the need for lighting for reasons of safety, and its potential effect on area character and appearance. There are also potential effects on biodiversity, including bats (which I deal with later in this statement), the nearby Stansted Airport, and living conditions. There is no lighting scheme before me to consider. Instead, there are suggested conditions and obligations in the UU which expect details to be agreed by the UDC and ECC prior to the relevant works.
38. The applicant has indicated that no street columns are proposed, and that it would be likely to comprise low level bollard type lighting as requested by ECC Place Services' Ecological Consultant to reduce effects on bats. Such lighting would also be less harmful to area character. However, the Highway Authority indicated that their specifications may differ from this to meet safety and highway agreement requirements. The parties indicated at the hearing that an acceptable solution would be possible. Nonetheless without any lighting details before me, and the lack of detailed assessment in the LVIA, I am unconvinced that a lighting scheme should be agreed post-consent given that it forms a fundamental part of my considerations of effects on area character (and setting of heritage assets as set out in the next section).
39. Returning to Local Plan policy S8, I have already established that the proposed development would not result in coalescence with the airport, so would be in compliance with part a) of the policy. Part b) states that development would not be permitted if it would adversely affect the open characteristics of the area. The appeal scheme was partly dismissed against policy S8, however this refers specifically to Bull Field and Maggots Field on the opposite side of Smiths Green Lane. These are much larger more open fields than Jacks parcel, which is well-contained by its densely vegetated boundaries. Despite my concerns regarding the effects of lighting I do not consider that the open character of the area, and the aims of the policy as set out in supporting text paragraph 2.2.9 of the Local Plan, would be significantly comprised by the proposed development.
40. Overall on matters of character and appearance I consider the design and layout of the proposed development would broadly meet the Framework's aims for achieving well-designed places as set out in section 12. I am also satisfied that there would be no significant conflict with policy S8 in relation to both the coalescence and openness aspects of the CPZ. However, I am unconvinced that wider effects of the development and the associated byway improvements on landscape and visual character and appearance during hours of darkness have been adequately considered by the applicant. This is of particular importance given the historic lack of lighting in the vicinity of Jacks Lane and Smiths Green Lane. I am not persuaded that such matters should be left to a condition, and without an acceptable agreed lighting

scheme there would be harm to the character and appearance of the area in conflict with policy GEN2 of the Local Plan.

41. In terms of the conflict with the Framework, the proposed development would be contrary to paragraph 130 c) which requires developments to be sympathetic to local character and history including its landscape setting, and paragraph 185 c) which requires development to take into account the likely effects of pollution and limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Heritage Assets

42. There are a number of heritage assets in the vicinity of the application site, both designated and non-designated. As the proposed development relates to the setting of listed buildings I have had special regard to section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Framework defines the setting of a heritage asset as the surroundings in which it is experienced, noting that the extent is not fixed and may change as the asset and its surroundings evolve.
43. Nearby listed buildings which have the potential to be affected include the Grade I listed Warish Hall and Moat Bridge (ref. 1169063), and closer to the site, the Grade II listed Hollow Elm Cottage (ref. 1112220), Cheerups Cottage (ref. 1112207) and Pump at Pippins (ref. 1112210).
44. Warish Hall is a timber framed late 13th century aisled hall house with later alterations, formerly the site of a Priory of St Valery in Picardy. Its significance is derived from its architectural and historic interest as a surviving building and its setting includes adjacent outbuildings on a moated site. The moated site and remains of the Priory are designated as a Scheduled Monument. The wider setting of both assets is limited by surrounding mature trees and the application site makes a neutral contribution to it. Historic England's response refers to potential effects of traffic on the Scheduled Monument. However I find that these concerns are unjustified given the much smaller level of development at Jacks Parcel than on the appeal proposals, the intervening distance and contained nature of the application site. Traffic from the application site both during construction and operation would primarily come from a southerly direction via the B1256 Dunmow Road. I am satisfied that the proposed development would not result in harm to the appreciation and experience of this heritage asset of the highest significance.
45. Hollow Elm Cottage is a thatched cottage located to the east side of Smiths Green Lane, and as the listed building in closest proximity to the site the proposed development has the potential to affect its setting. I consider its significance in more detail shortly. Cheerups Cottage is a 17th century single storey timber framed cottage which has historic, architectural and historic interest as evidenced in the surviving historic fabric. The Pump at Pippins is a 19th century cast iron water pump whose significance derives from its surviving historic fabric and historic association with daily life in the hamlet of Smiths Green. Both of these assets lie near to the junction with Smiths Green Lane and the wider verges here contribute to their setting. Both are set back from the road and there is no visual connection with the application site due to the presence of intervening dwellings, vegetation alongside the village green and a dense copse of trees further along Jacks Lane.

46. The applicant's heritage assessment has appropriately described the significance of the site as well as all heritage assets within a 1500 metre search area. An archaeological desk-based assessment and written scheme of investigation including the results of a geophysical survey have also been provided which appropriately assess the archaeological potential of the site. The level of detail is sufficient to understand the potential impact of the proposal on the significance of the identified heritage assets⁶, in accordance with paragraph 194 of the Framework.
47. ECC Conservation have assessed that there would be no harm to the significance of all but one of the listed designated heritage assets. Having regard to their comments, the heritage assessment and my observations on site, I concur that the effects on the setting of Warish Hall and Moat Bridge, Cheerups Cottage and Pump at Pippins would be neutral. This is by virtue of their distance from the site, intervening buildings and vegetation, and the contained nature of the site.
48. ECC Conservation have identified less than substantial harm (at the lower end of the scale) to Hollow Elm Cottage. The thatched timber framed cottage dates from the 17th century (with potentially earlier origins), and its significance is primarily derived from its historic, architectural and artistic interest with evidence of surviving traditional building construction and materials. The building is perpendicular to the road, with its steeply pitched thatched roof providing a glimpse of its historic construction. The building is well contained within its substantial gardens by mature vegetation. Hollow Elm Cottage makes a positive contribution to the character and appearance of the area and can be appreciated in its semi-rural and tranquil setting along this sparsely developed section of Smiths Green Lane. I note that the Inspector in considering the appeal scheme identified that the land opposite the site (Bull Field, Maggots Field and Priors Wood) particularly gives the setting of Hollow Elm Cottage a sense of tranquility which overall makes a positive contribution to its significance. Consequently he found that development there would fail to preserve its setting. However, the application site at Jacks Parcel was not similarly identified as causing harm to the setting of the listed building.
49. Having regard to the lack of direct interrelationship with Hollow Elm Cottage as a result of its separation by intervening land and a copse of trees, I would agree with the applicant that there would be no harmful effects arising from the proposed development on its wider rural setting, and that the heritage balance exercise in paragraph 202 of the Framework is therefore unnecessary.
50. In respect of non-designated heritage assets, paragraph 203 of the Framework requires effects on significance to be taken into account, and in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of harm or loss and the significance of the heritage asset. I have also had regard to Historic England advice⁷. Smiths Green Lane (also known as Warish Hall Road), is a protected lane and these are referred to in Local Plan policy ENV9 relating to historic landscapes. The policy states that development proposals

⁶ As listed on pages 14-15 and assessed within section 5.2, Heritage Assessment

⁷ Historic England Advice Note 7 – Local Heritage Listing: Identifying and Conserving Local Heritage

likely to harm such landscapes will not be permitted unless the need for the development outweighs the historic significance of the site.

51. Its significance is derived from its historic context in the village of Takeley, its narrow width and wide unlit grassed verges without footways and limited street furniture. It is punctuated in numerous locations to provide access to dwellings which line the lane, and around its junction with Jacks Lane. The part of the lane along which the application site is located has narrower verges which are restricted by dense vegetation. I saw on my site visit that the lane is very lightly trafficked, with a consequent a sense of tranquillity and rural character, notwithstanding the background noise arising from the nearby A120 and Stansted Airport. The contained nature of the application site means that only glimpses of the field are currently appreciable. The site makes a moderate contribution to the significance of the non-designated heritage asset, and this is largely due to its undeveloped and verdant nature.
52. The Council's response indicates that the protected lane is of particular concern, and this relates to the experience of the users of the lane and its historic significance in its open, pastoral setting. Historic England's response notes its importance as a historic lane and its contribution to the setting of numerous heritage assets. I note that Historic England welcome the reduction to the extent of the development to the northern edge of the site (as compared to the appeal scheme) and consider that there is some scope for new development on the site. Notwithstanding this, Historic England retain concerns regarding the suburban encroachment on the historic lane, including impacts of light spill. As set out in the previous section of this statement, I am not persuaded that lighting details could be left to a condition. This is made more pertinent by the potential effects of light spill on the historic significance of the lane and its tranquil nature which is enhanced by the current lack of any significant lighting.
53. I note that the decision on the appeal proposals identified a moderate level of harm which could be mitigated to some extent by the design characteristics of the proposals at Bull Field. It concluded that the harm would be outweighed by the significant benefit of the housing provision arising from the proposals. The lack of specific reference to the effects of the Jacks Parcel development on the significance of the protected lane in the appeal decision does not necessarily imply that the Inspector did not consider it in the overall balance. Nonetheless, I am considering the application before me on its own merits based on the evidence put to me in writing and at the hearing.
54. I acknowledge that the only part of the proposed development directly affecting the lane would be the single access road into the site, and this is proposed in the same location as the existing agricultural access. Here, there is a relatively small gap in the dense hedgerow boundary along Smiths Green Lane. The proposed access, together with the footway/cycleway link into the site, would be wider than the existing gap and involve a mass of hardstanding uncharacteristic of the lane. Furthermore, visibility splays required by ECC Highways would necessitate the removal and/or cutting back of some of the existing vegetation along the verge. The proposed areas of removal are shown in the Arboricultural Impact Assessment⁸ however it is unclear whether

⁸ Arboricultural Impact Assessment (Addendum) (February 2023) – Section 2: Tree Retention, Removal & Protection Plan BHA_1030_03 Rev A

the extent of removal would achieve ECC Highway's requirement for 2.4m x 43m visibility splays.

55. I asked how such splays would be maintained and was told this would be in the remit of the applicant's management company, however the plan⁹ indicates that achieving the splays would involve land outside of the application site. These uncertainties add to my concerns that there could be greater erosion of the village green and boundary vegetation than is indicated on the plans, and in turn this would result in harm to the significance of the Protected Lane as a non-designated heritage asset.
56. Matters of lighting, visibility splays and associated vegetation removal are matters which are capable of being resolved by conditions which require further details. However such details are fundamental to the effects of the development on both the character and appearance of the area and the significance of the lane as a non-designated heritage asset. I am unable to assess the scale of harm and weigh it against the need for the development, and as such there is conflict with Local Plan policy ENV9 relating to historic landscapes as well as paragraph 203 of the Framework.

Accessibility

57. ECC Highways have not raised objections to the access, internal road layout or parking provision subject to a number of conditions. The Transport Assessment indicates that there is sufficient capacity on the local highway network for the expected traffic movements, and National Highways have not raised objections. There is insufficient evidence to persuade me otherwise, and as such I concur that there would not be severe cumulative impacts on the road network.
58. My considerations on highway safety relate primarily to safe and suitable access for non-motorised users. Paragraph 92 of the Framework seeks for decisions to aim to achieve healthy, inclusive and safe places which include street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, that are safe and accessible (including well-designed, clear and legible pedestrian and cycle routes) and that enable and support healthy lifestyles. Paragraph 110 b) requires safe and secure access to the site to be achieved for all users, and paragraph 112 a) states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. Paragraph 112 c) goes on to say that places should be safe, secure and attractive, minimising the conflict between pedestrians, cyclists and vehicles whilst responding to local character and design standards.
59. The lane is not heavily trafficked and it is possible to walk along its wide grassed verges. However this is somewhat prohibitive to wheelchair users and pedestrians with prams and pushchairs, and to most users and when it becomes muddy in inclement weather. In hours of darkness safety implications are heightened given the lack of street lighting. I heard that users are forced off the verge into the lane itself, creating a highway safety hazard. Ordinarily, a safe footway towards the settlement of Takeley alongside the highway would be required as part of a major housing

⁹ Transport Assessment (April 2023) Appendix I: Drawing no. 2007045-SK37 Rev A

development to facilitate access to the main part of the settlement along the B1256 and its services including bus routes. However the protected lane/non-designated heritage asset and village green status of Smiths Green Lane and its verges mean that it is not feasible nor desirable in the interests of its character and historic interest to upgrade the road nor verges to safely accommodate pedestrians.

60. Public Right of Way Takeley 40 is broadly opposite the site, running from Smiths Green Lane along the edge of Bull Field and Priors Wood to Parsonage Road where it provides links to wider routes beyond the immediate environs of the site. This public right of way would have been incorporated as part of the wider development site on Bull Field, however as it presently exists it is a relatively overgrown unmade path through a field and is therefore not suitable for all users at all times of year.
61. Therefore an alternative pedestrian route is sought via the eastern edge of the site onto the adjacent public right of way. As a byway it is open to all types of user, not just pedestrians, and would include cyclists and horse riders. Motorists are restricted. The existing surface of the restricted byway is natural with compacted stones and I found it to be an easy and pleasant walk of less than five minutes between the site and Priors Green where is a local centre with a range of services. My walk took place on a dry summers day, and the surface was in generally good condition albeit some sections were overgrown and of more restricted width. It is of sufficient width to accommodate pedestrians however some sections may prove difficult for wheelchair users and pushchairs, and combined with cyclists and horse riders there is potential for conflict. It is unlit, and there is limited natural surveillance by nearby dwellings. I was told that users do not feel safe during hours of darkness and the surface is not always accessible with the route getting muddy and overgrown at numerous times of year, and that the ditches can overflow in times of heavy rain.
62. Given that this would comprise the sole dedicated route for walkers and cyclists, as well as continuing to serve existing local residents and equestrian users, in its current state the byway would be unacceptable as a safe, secure and attractive route for non-motorised users contrary to paragraphs 92, 110, and 112 of the Framework. The applicant therefore proposes to upgrade the byway by laying a new surface and installing lighting. This would inevitably involve cutting back and removing some of the vegetation which lines the route, with consequential environmental effects.
63. It appears that ECC Places Services' Ecological Consultant was initially unaware of the off-site proposals to upgrade the byway. In their revised consultation response¹⁰ they highlighted that the byway and its' surroundings include suitable habitat for foraging, commuting and roosting bats and therefore requested a pre-determination survey. The applicant subsequently submitted the results of a recent bat survey¹¹ which recorded significant usage of the byway by bats. The report indicates that mitigation would take the form of minimising losses to vegetation to conserve foraging

¹⁰ Essex County Council Ecological Consultant 31 May 2023

¹¹ Arboricultural Briefing Note – Offsite Byway Improvements (8 June 2023) and Briefing Note: Byway Improvements (June 2023) and Bat Survey Report (July 2023)

opportunities, and to install low-level bollard lighting¹² rather than higher columns.

64. Aims to retain vegetation and protect biodiversity have significant potential to conflict with the requirements of the Highway Authority in terms of making it a safe route which meets the relevant standards for a multi-user byway. However, there is limited information before me regarding details of how the byway would be upgraded to improve accessibility both for future occupiers and existing users whilst having regard to such environmental matters. A location plan¹³ has been provided with the UU, and a cross sectional drawing¹⁴ indicatively shows bollard lighting and timber edgings. However the exact extent and width of the surface is unclear therefore I am not convinced that the existing path is of sufficient width to accommodate a multi-user service and lighting without encroaching beyond its existing route.
65. It may be possible that full details could be secured by a scheme to be agreed via a suitably worded Grampian condition as recommended by the Highway Authority, but I am mindful of planning practice guidance¹⁵ and the prospect of the works being agreed by all parties to enable the housing development to be implemented in a reasonable time period. No part of the byway lies within the control of the applicant, therefore such matters are contained within the UU with a requirement for a Highway Works Agreement¹⁶. I was told at the hearing that the subsoil and surrounding land is in private ownership, with the owners being party to the UU. The exact extent and width of the path which is a public right of way within the jurisdiction of ECC as Highway Authority is, however, currently unknown.
66. Since the discussion at the hearing some further detail has been added to the definition of Highway Works within the UU so that the requirements are more aligned with the condition recommended by the Highway Authority. Nonetheless given the conflicting views between consultees and potential trade-offs between the environment and pedestrian safety, I am not persuaded that such a scheme should be agreed post-consent. This matter forms a fundamental part of my considerations. If a scheme cannot be agreed for any reason, there is a risk that a lack of safe pedestrian access could render the proposed development unimplementable.
67. Taking together the submissions by the Highway Authority and the interested parties, and my observations on site, from the submission before me I am not satisfied that a scheme to upgrade the byway could be dealt with post-consent, either through the UU or by Grampian type conditions. Without the link, I am unconvinced that the site could be safely and suitably accessed by non-motorised users, contrary to Policy GEN1 of the Local Plan and paragraphs 92, 110 and 112 of the Framework.

Noise

68. A noise assessment was submitted with the application which sets out the results of noise level surveys taken day and night from 6 to 10 April 2023

¹² Appendix 2, Briefing Note: Byway Improvements

¹³ WH202.WST.P1.ZZ.DR.PL.10.50 Priors Green Access Route

¹⁴ Briefing Note: Byway Improvements (June 2023) Appendix 2 - Typical footpath rejuvenation detail

¹⁵ Planning Practice Guidance: Use of Planning Conditions Paragraph 009 Reference ID: 21a-009-20140306

¹⁶ Unilateral Undertaking Schedule 2 Part 1

from two locations within the application site. Dominant noise is recorded to be road traffic (primarily from the A120), with aircraft noise from the nearby Stansted Airport being below the level of Significant Observed Adverse Effect Level in accordance with the Noise Policy Statement for England. Noise mitigation measures include noise reduction glazing in habitable rooms. No additional mitigation is currently proposed to amenity areas.

69. The Council's Environmental Health Officer pointed out in their response that the noise assessment did not consider impacts from the nearby Essex and Herts Shooting School which is within the 1.5km noise buffer zone. Further information was subsequently provided to demonstrate the distance that activities at the shooting school were taking place. The Environmental Health Officer continued to object, stating that a distance of approximately 750m from a shooting range is insufficient to conclude that there would be no impact on future residents, with reference to the relevant guidance¹⁷. They raised concerns that the applicant made assumptions and did not check if the shooting school were in operation during the noise monitoring period, so it was not possible for them to conclude one way or the other if the applicant's data included such noise sources.
70. At the hearing I was told that the applicant had since contacted the shooting school, who confirmed that shooting operations were in place during the noise monitoring period in April, so would have been included in their survey. I also acknowledge that no complaints have been received by the Environmental Health department in relation to noise from the shooting school in its 14 years of operation, and that this matter was not previously raised in respect of the appeal proposals and other residential proposals in the area. The A120 and the airport continue to represent the principal noise sources in the area.
71. Consequently, I am satisfied that the effects of noise on the future occupiers of the proposed development would be acceptable subject to conditions as recommended by Environmental Health relating to a noise mitigation scheme for both habitable rooms and external amenity spaces. In this respect I find no conflict with Local Plan policy ENV10 nor paragraphs 185 or 187 of the Framework.

Other Matters

Biodiversity

72. The habitat conditions of the site (including trees and hedges) and its surroundings, including the vegetation and drains which line the byway, have potential for the presence of protected species under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017. I am obliged to consider the presence of protected species and the extent to which they may be affected by the proposed development before planning permission is granted¹⁸.
73. The site lies within the 10.4km Zone of Influence for recreational impacts at the Hatfield Forest Site of Special Scientific Interest and National Nature Reserve. The Ecological Consultant's response indicates that a Strategic

¹⁷ Chartered Institute of Environmental Health Clay Target Shooting Guidance on the Control of Noise 2003

¹⁸ Circular 06/2005, paragraph 99 and the Natural Environment and Rural Communities Act 2006

Access Management and Monitoring Strategy is being developed in the area, and Natural England's current interim advice is that only housing projects of 50 units or more should provide a mitigation contribution. This is therefore not applicable to the proposed development of 40 dwellings and I note that no objections have been raised by Natural England.

74. ECC Place Services' Ecological Consultant¹⁹ previously raised objections to the planning application to UDC on a number of grounds. Their concerns were initially addressed by a range of documents which have since been supplied with the s62A application²⁰. The site lies adjacent to a priority habitat, lowland mixed deciduous woodland, and the native boundary hedges are also considered by the Ecological Consultant to be priority habitats and potentially important for biodiversity under the Hedgerow Regulations 1997. Loss of hedgerows is expected to be compensated for through new or restored habitats, with such a compensation strategy being secured by condition. A biodiversity construction environmental management plan (CEMP) could also be secured by condition to ensure that retained trees and hedgerows which border the site are protected during construction. Potentially affected species within the site include bats, reptiles and birds which would require a pre-construction survey prior to removal of any habitat together with measures to protect species during construction. Biodiversity enhancement measures including bird and bat boxes, log piles, permeable fencing and creation of meadow grass margins are considered to be reasonable enhancement measures able to be secured by condition. A Landscape and Ecological Management Plan would also be expected to be secured by condition.
75. As I have previously noted, the byway also includes suitable habitat for foraging, commuting and roosting bats and this was demonstrated by the additional information²¹ with additional surveys recording significant usage of the byway by bats²². Mitigation would take the form of minimising losses to vegetation to conserve foraging opportunities, and to install low-level bollard lighting²³ rather than higher columns. However whilst this would be possible, such measures are in conflict with Highway Authority requirements for surfacing and lighting. Consequently, in respect of my duty under the Natural Environment and Rural Communities Act to have regard to the purpose of conserving biodiversity, without such details I cannot be certain that there would not be harm to protected species.

Flood Risk and Drainage

76. The site lies within flood zone 1, identified on the Environment Agency's flood map as being in an area with a low probability of flooding. The submitted Flood Risk Assessment and drainage report demonstrates that surface water runoff could be via infiltration methods. The Lead Local Flood Authority are content with the information subject to conditions. Interested parties have raised concerns about the sewage capacity and water supply in Takeley however this is not supported by representations from Thames Water and

¹⁹ Essex County Council Ecological Consultant 13 February 2023, 18 April 2023 and 24 May 2023 (responses to UTT/22/3126/FUL)

²⁰ Arboricultural Impact Assessment (Addendum) (February 2023), Ecology Documents Note (April 2023) – including Ecological Assessment (October 2021)

²¹ Arboricultural Briefing Note – Offsite Byway Improvements (8 June 2023) and Briefing Note: Byway Improvements (June 2023) and Bat Survey Report (July 2023)

²² Tables 1 to 3, Bat Survey Report

²³ Appendix 2, Briefing Note: Byway Improvements

Affinity Water. In the event that the application was approved the statutory undertakers would be obliged to ensure such matters were adequately dealt with. I am satisfied that the proposals would be in compliance with Local Plan policy GEN3 and paragraph 169 of the Framework in relation to requirements for sustainable drainage systems.

Planning Obligations and Conditions

77. The completed and signed UU includes a range of obligations, some of which I have considered above. It makes provision to secure on-site affordable housing (including first homes) and public open space (including management and maintenance), contributions to secondary education (including transport) and early years education, public library contribution, health care contribution, and the aforementioned highway works to the restricted byway.
78. Whilst not a signatory to the UU, the Council's CIL compliance statement sets out the policy basis for the obligations, their purpose and justifies the amount required for contributions. The Council's response considers each of the contributions against the tests and also indicates additional obligations that would be required, which have since been included in the final version (healthcare and public open space). I have considered the UU and the Council's response as well as the relevant consultation responses and policies, and I would agree that the obligations would meet the tests set out in paragraph 57 of the Framework and that the document is legally sound and enforceable.
79. The Council and a number of consultees have recommended and requested conditions to be imposed should the application be permitted. Having reviewed these conditions, in my view considering the application as a whole, imposing these conditions would not overcome or otherwise outweigh the harm I have found in my reasoning above.

The Planning Balance

80. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Framework is such a material consideration. The Council does not dispute that paragraph 11 d) of the Framework and the 'tilted balance' is applicable, and that the policies most important for determining the application are out-of-date given that the Council is unable to demonstrate a five-year supply of deliverable housing sites. Furthermore, the Local Plan was adopted in 2005, prior to the publication of the 2012 Framework. The draft of a new Local Plan for the district is yet to be published for consultation, therefore I am unable to attribute weight to it.
81. In relation to the first limb of paragraph 11 d), there are no clear reasons for refusal in relation to the areas or assets of particular importance referred to in footnote 7 of the Framework. The test at paragraph 11 d)ii of the Framework is therefore engaged, such that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

82. Given the location of the site outside of the settlement boundary of Takeley and within the CPZ there would be a degree of conflict with the Local Plan. Although this carries weight in the planning balance its weight is reduced due to the application of the tilted balance and the fact that the policies are out of date. I have found in my reasoning above that the location of the site immediately adjacent to the development limits of Takeley and proximate to local services would not conflict with the settlement strategy for the area. I also find the design and layout of the dwellings, traffic impacts, effects on the setting of designated heritage assets, and effects of noise to be acceptable amongst a number of other matters.
83. Without details of a lighting scheme and vegetation removal to accommodate visibility splays before me I have concerns about the effects of the proposed development on the character and appearance of the area during hours of darkness, as well as on the significance of the protected lane as a non-designated heritage asset. I am also not persuaded that safe and suitable access for non-motorised users can be ensured whilst preventing significant harm to local character and biodiversity arising from surface and lighting proposals to the byway. Such matters lead to conflict with the Local Plan, specifically policies S7, ENV9, GEN1, and GEN2.
84. Notwithstanding the diminished weight to be given to a number of out-of-date Local Plan policies most important for determining the application, I find that these adverse impacts would also conflict with policies in the Framework as set out in each of the main issues above, specifically paragraphs 92, 110, 112, 130, 185 and 203. Such matters are significant adverse impacts which the Framework as a whole seeks to guard against.
85. In terms of benefits, the provision of 40 dwellings would represent a moderate benefit in the context of the housing land shortfall in the area and the Government's objective of significantly boosting the supply of homes. I give significant weight to the provision of 16 affordable dwellings, secured in the UU, which is consistent with the advice of the Council's housing strategy team. A suitable mix of housing, including bungalows, would be provided to meet the needs of a variety of occupiers.
86. Whilst I acknowledge that some biodiversity enhancements are proposed and that they could be appropriately secured by condition, this benefit would be neutral given the amount of currently undeveloped greenfield land and vegetation that would be lost to make way for the development and byway improvements. The provision of electric charging points to all dwellings would assist in mitigating against harmful impacts to air quality. Nonetheless, in itself this would not mitigate against the inaccessible location of the site for pedestrians and therefore the benefits would be neutral.
87. Construction related benefits such as use of modern building methods, improved insulation and energy efficient heating are standard building regulations requirements to which I give neutral weight. Provision of publicly accessible open space including a play area would benefit both future and existing residents to which I give moderate weight.
88. There would also be moderate economic benefits arising from employment during construction but these would be temporary in nature. Increased local

spending, as well as additional council tax and new homes bonus to UDC attract limited weight due to their generic nature.

89. In view of the limitations to such benefits, the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the Framework taken as a whole. As such, the proposal does not benefit from the presumption in favour of sustainable development set out in the Framework.

Conclusion

90. The applicant has failed to demonstrate that there would not be harmful effects on the character and appearance of the area and setting of the protected lane as a non-designated heritage asset (specifically including its effects during hours of darkness and removal of vegetation), and there is a lack of an agreed scheme to secure safe pedestrian and cycle access to and from the site. This conflicts with the Local Plan and the policies within the Framework when taken as a whole. The application should therefore be refused for the reasons set out above.

Susan Hunt

Inspector and Appointed Person

Informatives

1. The decision of the appointed person (acting on behalf of the Secretary of State) on an application under section 62A of the Town and Country Planning Act 1990 is final. This means there is no right to appeal. An application to the High Court under s288(1) of the Town and Country Planning Act 1990 is the only way in which the decision made on an application under Section 62A can be challenged. An application must be made within 6 weeks of the date of the decision.
2. These notes are provided for guidance only. A person who thinks they may have grounds for challenging this decision is advised to seek legal advice before taking any action. If you require advice on the process for making any challenge you should contact the Administrative Court Office at the Royal Courts of Justice, Strand, London, WC2A 2LL (0207 947 6655) or follow this link: <https://www.gov.uk/courts-tribunals/planning-court>

Appendix 1: List of Consultee Responses

- Uttlesford District Council (UDC) including:
 - Environmental Health
 - Housing Strategy Enabling Development

- Essex County Council (ECC) including:
 - Highways
 - Lead Local Flood Authority
 - Minerals and Waste Planning AuthorityECC Place Services:
 - Ecology
 - Historic Environment/Archaeology
 - Infrastructure Planning

- Affinity Water
- Cadent Gas Ltd
- Essex Police – Designing out Crime
- Gigaclear
- Hertfordshire and West Essex Integrated Care Board
- Historic England
- London Stansted Airport Safeguarding Authority
- National Highways
- Natural England
- Takeley Parish Council
- Thames Water
- UK Power Networks

Appendix 2: Additional Documents received at or after the Hearing

- Applicant response to Environmental Health comments - Shooting School distances drawing ref. WH202C_05_P_05.200
- Uttlesford Protected Lanes Assessment March 2012
- Documents related to planning application UTT/22/2744/FUL: Location Plan, Masterplan, Committee report, Committee minutes, decision notice and s106 agreement
- Copy of Takeley Parish Council hearing speech and email trail regarding flooding on Jacks Lane
- Signed Section 106 Deed of Unilateral Undertaking dated 4 August 2023

Appendix B: Table Addressing Section 62A Decision (Ref. No. S62A/2023/0016)

Para	S62A Decision	Weston Homes' Response
1	<p>Planning permission is refused for the development described above, for the following reasons: 1) It has not been adequately demonstrated that lighting and loss of vegetation, particularly in relation to access works and off-site proposals to improve the restricted byway Takeley 48/25 would not result in unacceptable harm to the established character and appearance of the surrounding area and to the significance of Smiths Green Lane (Warish Hall Road), a protected lane and non-designated heritage asset. This is contrary to policies S7, ENV9 and GEN2 of the Uttlesford Local Plan and paragraphs 130 c), 185 c) and 203 of the National Planning Policy Framework. 2) It has not been adequately demonstrated that safe and suitable access to and from the site for pedestrians and cyclists could be achieved which meets highway design standards whilst responding to local character and biodiversity considerations, contrary to Uttlesford Local Plan policy GEN1 and paragraphs 92, 110 and 112 of the National Planning Policy Framework.</p>	<p>Planning Statement Addendum and further details submitted to address the reasons for refusal.</p>
2	<p>The application was made under Section 62A of the Town and Country Planning Act 1990, which allows for applications to be made directly to the Planning Inspectorate where a Council has been designated by the Secretary of State. Uttlesford District Council (UDC) have been designated for major applications since February 2022.</p>	<p>N/A</p>
3	<p>Following screening by the Planning Inspectorate under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), it was found that the proposed development would not be of a scale or nature likely to give rise to significant adverse effects. Therefore an Environmental Impact Assessment was not required and I am satisfied that the requirements of the Regulations have been complied with</p>	<p>N/A</p>
4	<p>Consultation was undertaken on 27 April 2023 which allowed for responses by 1 June 2023. Responses were received from the parties listed in Appendix 1 of this statement. A number of interested parties and local residents also submitted responses.</p>	<p>Consultation on both the Section 62A Application and the Application with the Local Authority was looked at in tandem in order to ensure that comments were fully addressed across the board.</p>

5	UDC submitted an officer report and minutes following a planning committee meeting on 7 June. The consultation response summarises these documents and sets out the Council’s objections to the proposed development on a number of grounds.	This has been taken into account within both the Section 62A Application and the Application with the Local Authority
6	Some of the consultation responses raised issues that required further information and/or revised plans. These include responses from UDC Housing Strategy and Environmental Health officers, and Essex County Council (ECC) Place Services ecology team. Having regard to the Wheatcroft Principles, I accepted additional plans and information dated 2 June and 11 July in response to those comments and a targeted re-consultation of the relevant consultees only was carried out. The first of these additional submissions led to the agreement of an extension of time to the determination period to 15 August 2023.	<p>This has been taken into account within both the Section 62A Application and the Application with the Local Authority.</p> <p>Comments from the UDC Housing Strategy Team have previously been addressed by the revised Affordable Housing Strategy.</p> <p>Comments from the Environmental Health Officer were addressed within a response from Stansted Environmental Services (SES) and this was also addressed during the Hearing relating to the Section 62A Application. The Inspector concludes later on in their Decision that they agree with the conclusions of the SES response.</p> <p>Comments from the Place Services Ecology Team relate to the Byway Improvements. Although this had been responded to at a high level, a further response with greater detail, particularly in relation to the lighting strategy is submitted with regard to the Application with the Local Planning Authority.</p>
7	I carried out two unaccompanied site visits, the first on 20 June and then for a second visit on 24 July, the day before the hearing, which enabled me to view the site, the surrounding area and the nearby roads and public rights of way.	N/A

8	<p>On 17 July I published an Issues Report, prepared under the provisions of the Town and Country Planning (Section 62A Applications) (Hearings) Rules 2013. This included a description of the development, consultation details and material considerations, and explored the main issues to be considered in relation to the application. In addition to that report, I set out an agenda for the public hearing. This was held on 25 July at the Council’s offices in Saffron Walden, attended by a local councillor, a representative from Takeley Parish Council, several local residents, officers of UDC and ECC, and representatives of the applicant. I accepted additional documents at the hearing, and I requested further documents, both of which are listed in Schedule 2 of this decision.</p>	<p>The Issues set out in the Issues report were discussed during the Hearing relating to the S62A Application. The outstanding issues have been narrowed down within the Reasons for Refusal.</p>
9	<p>After the hearing I received a certified copy of a Unilateral Undertaking (UU) under section 106 of the Town and Country Planning Act 1990 from the applicant which covers of range of obligations including affordable housing, first homes, public open space, healthcare, highway improvements, sustainable transport, libraries, education and school transport. A CIL compliance statement with reference to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (the CIL regs) was supplied by UDC prior to the hearing. I consider whether the obligations in the UU meet the tests set out in the Framework and satisfy the requirements of the CIL regs later in this statement.</p>	<p>The draft UU is still applicable to the this Application.</p>
10	<p>In determining this application, the Planning Inspectorate has worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. In doing so, the Planning Inspectorate gave clear advice of the expectation and requirements for the submission of documents and information, ensured consultation responses were published in good time, gave clear deadlines for submissions and responses, and accepted amendments submitted by the applicant in response to the matters raised during consultation.</p>	<p>N/A</p>
11	<p>I have taken account of all written and oral representations in reaching my decision</p>	<p>N/A</p>

12	<p>Having regard to the application, the consultation responses, comments from interested parties, the Council’s report and Committee resolution, together with what I saw on site and heard at the hearing, the main issues for this application are:</p> <ul style="list-style-type: none"> • whether the location of the development is acceptable, having regard to the development strategy in the development plan, and its location in the countryside protection zone; • whether the proposed development is accessible for non-motorised users and would be acceptable in terms of highway safety; • the effects of the proposed development on the character and appearance of the area; • the effects of the development on the significance of designated and nondesignated heritage assets; and effects of noise on the living conditions of future occupiers. 	<p>The Issues set out in the Issues report were discussed during the Hearing relating to the S62A Application. The outstanding issues have been narrowed down within the Reasons for Refusal.</p>
13	<p>The application site previously formed part of a much larger development site known as Warish Hall Farm, extending west of Smiths Green Lane towards Parsonage Road and Roseacres. The larger development comprised three main land parcels known as Bull Field and 7 Acres to west of Smiths Green Lane, and Jacks parcel to the east which is the site before me for determination. The proposals included 188 dwellings, employment space, a medical facility building, land for an extension to Roseacres Primary School and extension and enhancement of Prior’s Wood. The application was refused by UDC in December 2021 and an appeal¹ was dismissed in August 2022 (the appeal scheme).</p>	<p>The Warish Hall Application is still relevant to this Application and the findings of the Inspectors Decision are material considerations relevant to this Application.</p>
14	<p>During the determination period of this application, part of the appeal scheme site (7 Acres) has since been approved for employment buildings. I was provided with a copy of the relevant documents following the hearing.</p>	<p>N/A</p>

15	An application has been made to the Planning Inspectorate under Section 62A of the Town and Country Planning Act 1990 for residential development on the land parcel at Bull Field. At the time of the hearing the application was invalid. At the time of writing, consultation has recently commenced on the application. Given it is an early stage of consideration it has limited bearing on my decision.	N/A
16	An identical planning application (UTT/22/3126/FUL) to that before me has been submitted to UDC. I was informed that this application has been held in abeyance awaiting to the outcome of my decision.	This Application is now being progressed in light of the Decision made by the Inspector on the Section 62A Application.
17	Smiths Green Lane is also known as Warish Hall Road, and I use the former name in this statement. It is proposed to access the site from the east side of Smiths Green Lane, which is designated as a protected lane as set out in the Uttlesford Protected Lanes Assessment (2012). Protected lanes are referred to in Local Plan policy ENV9 ‘Historic Landscapes’ and the parties agree that the lane is a non-designated heritage asset.	The Protected Lane is a relevant consideration for this application. The proposed amendments include some pruning to trees to facilitate the visibility splays for the access from the Protected Lane.
18	The verges alongside Smiths Green Lane are registered as a village green and Takeley Parish Council supplied me with a copy of the relevant documentation. An access over the village green would require a separate application to the Secretary of State under section 16 of the Commons Act 2006. The applicant confirmed at the hearing that no such application has been made to date, pending the outcome of my decision	This situation remains the same. No application has been made as the decision of this application is pending.

19	<p>Takeley Parish Council also provided me with a draft copy of Smiths Green Conservation Area Character Appraisal and Management Plan, dated May 2023. The proposed conservation area would cover the areas of low density and historic dwellings around the original hamlet of Smiths Green at the southern end of Smiths Green Lane, and incorporating the western end of Jacks Lane. The application site would not be within the conservation area or adjoin its boundaries. I was told at the hearing that consultation on designation of the Smiths Green conservation area is expected to commence shortly, completing in September. A final version of the appraisal would be produced for UDC approval later in the year. Given that there is currently no conservation area designation I am unable to give it any weight, however the appraisal provides useful background information about Smiths Green Lane and the heritage assets within the area.</p>	<p>Minimal weight is afforded to the draft Conservation Area Character Appraisal</p>
20	<p>Works are proposed to upgrade the adjacent restricted byway, the Takeley 48/25 between the proposed pedestrian/cycle access to the east of the site, via Jacks Lane to Burgattes Road at Priors Green. This does not form part of the application site so forms part of the UU. I return to this matter when considering the main issue of access.</p>	<p>Further details on the proposed restricted byway works are now provided and discussed within the Planning Statement Addendum.</p>
21	<p>The site is situated in the countryside where policy S7 of the Local Plan is restrictive of new development. Objections were not raised by the Council in principle in terms of its location immediately adjacent to the development limits of the settlement, indicating that the new built form would provide a logical relationship with the existing settlement. The officer report also states that the siting would not be unreasonable taking into account its proximity to local services and facilities.</p>	<p>The Site is in the same location and therefore the siting is not unreasonable and it would have a logical relationship with the existing settlement.</p>

22	<p>Numerous local residents put to me that local infrastructure and services are considered to be insufficient to support the development. Takeley is identified in the Local Plan as a key rural settlement by policy S3. It has a range of facilities and services commensurate to its status in the settlement hierarchy. In the past 20 years or so it has expanded considerably to the east into Little Canfield, following the build out of the Priors Green urban extension. Priors Green local centre includes a small supermarket, dental practice, restaurant, hairdressers, community hall, primary school and nursery. Further shops and services are located around the B1256 and Parsonage Road in Takeley.</p>	<p>It is agreed that there are numerous services within the area as set out by the Inspector and that the Local Plan identified Takeley as a key rural settlement. As such, it would be a logical location for future growth.</p>
23	<p>There is limited evidence before me that the addition of 40 dwellings would result in a significant strain on local services, and where there is an identified capacity issue (including health, education and library provision) the contributions within the UU seek to address this. Overall, I find there are a sufficient range of services to meet day-to-day needs within a reasonable distance of the site. As such, I am satisfied that the development of the site is commensurate with the position of Takeley in the settlement hierarchy. I consider how such services could be accessed on foot later in this statement, in the section regarding highways and accessibility.</p>	<p>It is agreed that the proposed 40no. dwellings would not result on significant strain on local services and that the proposed contributions set out in the UU will sufficiently address any arising needs.</p>
24	<p>The site also lies within the countryside protection zone (CPZ) as shown on the Local Plan maps and as defined by policy S8, which controls development around Stansted Airport. Development is restricted by the policy if it would: a) promote coalescence between the airport and existing development, or b) adversely affect the open characteristics of the area. Given the proximity of the site to existing built development and the large areas of intervening open land between the site and the airport, and having regard to the decision on the appeal scheme (paragraphs 30 and 32), I am satisfied that there would not be conflict with part a) of policy S8. In terms of part b), I consider this as part of my subsequent considerations of character and appearance.</p>	<p>The development falls within the CPZ and this is dealt with within the original Planning Statement submitted with this application</p>

25	<p>Many interested parties consider that the development is not needed, given the amount of recent and ongoing housebuilding locally, as well as the range of houses for sale nearby. On a district-wide basis the Council is currently unable to demonstrate a deliverable five-year housing land supply. I acknowledge that the supply position is based on the position at 1 April 2022, and that a number of housing sites will have come forward since then. Nonetheless, it is the most up-to-date published position before me. The Council told me that an update to the supply position would be unlikely until the Autumn, around the same time that a draft of the new Local Plan is expected to be consulted on. Given that the replacement Local Plan is at an early stage in its preparation there is little to suggest that the deficit would be addressed anytime soon. The application of the ‘tilted balance’ under paragraph 11 d) of the National Planning Policy Framework (the Framework) will be addressed in my considerations of the planning balance later in this statement of reasons.</p>	<p>The most up to date position on housing land supply remains that the Council is unable to demonstrate a 5 year housing land supply and as such the tilted balance remains engaged under paragraph 11(d).</p>
26	<p>Interested parties have also raised concerns about the loss of agricultural land and potential conflict with Local Plan policy ENV5. The applicant’s Planning Statement indicates that the site is Grade 2 and is therefore classified as ‘best and most versatile’ (BMV) land, of which there would be a loss of around 2.3 ha. The land is currently laid to grass, and given its contained nature and awkward shape it is likely to be less suitable and accessible for large farm machinery. Nonetheless, the site represents a small proportion of the BMV land in the district as a whole and its loss would not be significant. I also acknowledge that this was not raised as a main issue in the much larger appeal scheme.</p>	<p>It is agreed that the site represents a small proportion of BMV land in the district and that this was not an issue discussed in regards to the Appeal Scheme and as such should not constitute a reason for refusal.</p>
27	<p>I also note the range of other housing proposals and ongoing development in the wider area, and the pending s62A application for Bull Field. Whilst the full details of these developments are not before me, I am satisfied that their existence should not prevent an assessment of an additional 40 dwellings in the settlement on its own merits.</p>	<p>It is agreed that this Application should also be determined on its own merits.</p>

28	<p>The proposed development would be abutting but nonetheless outside of the settlement boundary for Takeley, and would not meet any of the criteria within policy S7 regarding development in the countryside. Notwithstanding this, the scale and location is broadly compatible with the Key Rural Settlement status of Takeley in the settlement hierarchy as defined in policy S3, having particular regard to its proximity to the existing settlement and local services. Furthermore, I am satisfied that the proposed development would not conflict with part a) of policy S8 in terms of avoiding coalescence between Stansted Airport and existing development in the surrounding countryside. Policies S3 and S7 also require development to be compatible with the settlement’s character and countryside setting, and policy S8(b) the open characteristics of the CPZ. I consider such matters in the next sections.</p>	<p>It is agreed that the Site does fall within the Countryside and that the scale and location is broadly compatible with the Key Rural Settlement status, in particular with regards to its proximity to the existing settlement and local services.</p>
29	<p>Neither the site nor surrounding landscapes are subject to any national designations, nor is there any information before me to suggest that the landscape is valued in the context of paragraph 174 a) of the Framework. The protected lane and village green status of Smiths Green Lane are not specifically landscape designations, nonetheless the non-designated heritage asset status of the lane is of relevance in wider matters of character and appearance.</p>	N/A
30	<p>A Landscape and Visual Impact Assessment (LVIA) has been submitted in accordance with the third edition of the Guidelines for Landscape and Visual Impact Assessment. It has appropriately considered the relevant landscape character assessments (LCA) both on a national and local level. The site lies within character area B1 ‘Central Essex Farmlands’ of Essex LCA, and within area B10 ‘Broxted Farmland Plateau’ of the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford LCA.</p>	N/A

<p>31</p>	<p>I would agree with the key characteristics as set out in the documents, however I acknowledge that since both of the LCAs were produced (2003 and 2006 respectively) major development has taken place around Takeley and Little Canfield. Nonetheless the characteristics have been retained in this undeveloped part of Takeley, including the irregular field patterns of mainly medium sized arable fields marked by sinuos hedgerows and ditches, the presence of small woods and copses, and network of narrow lanes which contribute to its mostly tranquil character. Consequently, I concur with the overall assessment of landscape sensitivity in the LVIA as moderate.</p>	<p>It is agreed that the landscape sensitivity in the LVIA is moderate.</p>
<p>32</p>	<p>In terms of visual effects, sensitive receptors include residents of Smiths Green Lane and Jacks Lane, and users of the public rights of way. Visual sensitivity of walkers and residents in these locations is assessed in the LVIA to be moderate or high. However I note that the LVIA includes reference to effects on more distant receptors which relate to the dismissed appeal scheme. As such, the visual effects on some receptors have been overstated. I find that the effects pertaining to Jacks parcel alone are much more localised given its contained nature, and overall the sensitivity to change of such receptors would be moderate.</p>	<p>It is agreed that the effects to the Site are localised and overall the sensitivity to change would be moderate.</p>
<p>33</p>	<p>The site benefits from dense and mature screening to all boundaries including a heavily vegetated copse to the south west. I noted on my site visit that direct views of the site are restricted from most viewpoints, and that only limited glimpses are achievable from a few short-range locations where there are gaps in vegetation. The principal vista of the of the site is via the existing agricultural access onto Smiths Green Lane, and due to the limited width of the gap, the interior of the site can only be seen when directly passing.</p>	<p>It is agreed that the site is screen by dense and mature vegetation and the main views into the site a limited and can only been viewed when directly passing the access.</p>

34	<p>Whilst the trees and hedgerows were in full leaf on my summer site visit, I note that the LVIA was undertaken in winter and the visuals indicate a greater visibility of the site in short range views, albeit still of a filtered nature. The photographs indicate that wider public views into the site were still limited. Nonetheless, the existing pastoral nature of the site and its vegetated boundaries undoubtedly form a positive feature in the landscape of the area.</p>	N/A
35	<p>Residents of many of the nearby dwellings on Jacks Lane directly face the site, but are well separated both by the road and vegetation. The dwellings on Smiths Green predominately benefit from large gardens which are well contained by trees and hedgerows, so enjoy good levels of privacy. Without the presence of development on the opposite Bull Field site, I find that the change in their views would be minor adverse rather than the moderate adverse affects noted in the LVIA and this would further reduce as additional boundary landscaping matures.</p>	<p>It is agreed that the impact on the views of residents is reduced as a result of the removal of development on Bull Field. The loss of a view is not a planning consideration.</p>
36	<p>The Council confirmed that it does not raise objections in relation to the design or layout of the housing development, nonetheless a number of interested parties have voiced concerns that the suburban nature of the development would be out of keeping with its rural surroundings. I have had regard to the comprehensive Design and Access Statement and efforts made by the applicant in the evolution of the design and in having regard to the existing character of Takeley. The proposed development does not seek to replicate the low density grain of the historic core of the village, nor the higher density residential development at Priors Green. Rather, it would sit between these distinctly different areas of the settlement, responding in particular to the more positive aspects of the Priors Green development. It would appropriately include a mix of dwelling types and heights (including bungalows) and represent a relatively low density contemporary development, with a design which would not compete with either the historic core of the village nor the more recent developments. As such, I find the design, scale, form and layout of the dwellings to be acceptable and in general accordance with Local Plan policy GEN2.</p>	<p>It is noted that the design, scale and density of the proposed development is deemed acceptable.</p>

<p>37</p>	<p>There is a historic absence of lighting in this area of Takeley, and as such there is potential for the appearance of the development to be more noticeable during hours of darkness. Lighting of the application site and the associated byway improvements would be required to meet Highway Authority requirements. However there is an inherent conflict between the need for lighting for reasons of safety, and its potential effect on area character and appearance. There are also potential effects on biodiversity, including bats (which I deal with later in this statement), the nearby Stansted Airport, and living conditions. There is no lighting scheme before me to consider. Instead, there are suggested conditions and obligations in the UU which expect details to be agreed by the UDC and ECC prior to the relevant works.</p>	<p>As part of the response to the Section 62A Decision, a detailed lighting scheme has been prepared which seeks to address any concerns from a highway safety perspective, a character and appearance perspective and also remove any possible adverse effects on biodiversity.</p>
<p>38</p>	<p>The applicant has indicated that no street columns are proposed, and that it would be likely to comprise low level bollard type lighting as requested by ECC Place Services’ Ecological Consultant to reduce effects on bats. Such lighting would also be less harmful to area character. However, the Highway Authority indicated that their specifications may differ from this to meet safety and highway agreement requirements. The parties indicated at the hearing that an acceptable solution would be possible. Nonetheless without any lighting details before me, and the lack of detailed assessment in the LVIA, I am unconvinced that a lighting scheme should be agreed post-consent given that it forms a fundamental part of my considerations of effects on area character (and setting of heritage assets as set out in the next section).</p>	<p>As above – The lighting scheme shall be agreed in writing prior to the application being determined.</p>

<p>39</p>	<p>Returning to Local Plan policy S8, I have already established that the proposed development would not result in coalescence with the airport, so would be in compliance with part a) of the policy. Part b) states that development would not be permitted if it would adversely affect the open characteristics of the area. The appeal scheme was partly dismissed against policy S8, however this refers specifically to Bull Field and Maggots Field on the opposite side of Smiths Green Lane. These are much larger more open fields than Jacks parcel, which is well-contained by its densely vegetated boundaries. Despite my concerns regarding the effects of lighting I do not consider that the open character of the area, and the aims of the policy as set out in supporting text paragraph 2.2.9 of the Local Plan, would be significantly comprised by the proposed development.</p>	<p>It is agreed that the proposal would not result in coalescence with the Airport. It is also agreed that the open character of the CPZ will not be compromised by the proposals given the well-contained nature of the Site.</p>
<p>40</p>	<p>Overall on matters of character and appearance I consider the design and layout of the proposed development would broadly meet the Framework’s aims for achieving well-designed places as set out in section 12. I am also satisfied that there would be no significant conflict with policy S8 in relation to both the coalescence and openness aspects of the CPZ. However, I am unconvinced that wider effects of the development and the associated byway improvements on landscape and visual character and appearance during hours of darkness have been adequately considered by the applicant. This is of particular importance given the historic lack of lighting in the vicinity of Jacks Lane and Smiths Green Lane. I am not persuaded that such matters should be left to a condition, and without an acceptable agreed lighting scheme there would be harm to the character and appearance of the area in conflict with policy GEN2 of the Local Plan.</p>	<p>It is agreed that the design and layout of the proposals meet the NPPFs objective of achieving well-designed places. It is also agreed that the proposals would not conflict with Policy S8 in relation to be coalescence and openness.</p> <p>The Inspector raised concerns in regard to the wider effects of the development and the associated by way improvements on the landscape and visual character and appearance during hour of darkness. The lighting scheme submitted with this Planning Statement Addendum and the note produced by Ecology Solutions and LDA Design demonstrates the acceptability of the lighting scheme from and Landscape and Ecological Perspective.</p>

41	<p>In terms of the conflict with the Framework, the proposed development would be contrary to paragraph 130 c) which requires developments to be sympathetic to local character and history including its landscape setting, and paragraph 185 c) which requires development to take into account the likely effects of pollution and limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.</p>	<p>The proposed lighting scheme would result in minimal ecological harm and a low impact on the landscape and visual character of the area and on balance with the public benefits of the scheme, this would not constitute a clear reason for refusal that would significantly and demonstrably outweigh the public benefits.</p>
42	<p>There are a number of heritage assets in the vicinity of the application site, both designated and non-designated. As the proposed development relates to the setting of listed buildings I have had special regard to section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Framework defines the setting of a heritage asset as the surroundings in which it is experienced, noting that the extent is not fixed and may change as the asset and its surroundings evolve.</p>	<p>N/A</p>
43	<p>Nearby listed buildings which have the potential to be affected include the Grade I listed Warish Hall and Moat Bridge (ref. 1169063), and closer to the site, the Grade II listed Hollow Elm Cottage (ref. 1112220), Cheerups Cottage (ref. 1112207) and Pump at Pippins (ref. 1112210).</p>	<p>N/A</p>

<p>44</p>	<p>Warish Hall is a timber framed late 13th century aisled hall house with later alterations, formerly the site of a Priory of St Valery in Picardy. Its significance is derived from its architectural and historic interest as a surviving building and its setting includes adjacent outbuildings on a moated site. The moated site and remains of the Priory are designated as a Scheduled Monument. The wider setting of both assets is limited by surrounding mature trees and the application site makes a neutral contribution to it. Historic England’s response refers to potential effects of traffic on the Scheduled Monument. However I find that these concerns are unjustified given the much smaller level of development at Jacks Parcel than on the appeal proposals, the intervening distance and contained nature of the application site. Traffic from the application site both during construction and operation would primarily come from a southerly direction via the B1256 Dunmow Road. I am satisfied that the proposed development would not result in harm to the appreciation and experience of this heritage asset of the highest significance.</p>	<p>It is agreed that the proposed development would not result in harm to the appreciation and experience of Warish Hall.</p>
<p>45</p>	<p>Hollow Elm Cottage is a thatched cottage located to the east side of Smiths Green Lane, and as the listed building in closest proximity to the site the proposed development has the potential to affect its setting. I consider its significance in more detail shortly. Cheerups Cottage is a 17th century single storey timber framed cottage which has historic, architectural and historic interest as evidenced in the surviving historic fabric. The Pump at Pippins is a 19th century cast iron water pump whose significance derives from its surviving historic fabric and historic association with daily life in the hamlet of Smiths Green. Both of these assets lie near to the junction with Smiths Green Lane and the wider verges here contribute to their setting. Both are set back from the road and there is no visual connection with the application site due to the presence of intervening dwellings, vegetation alongside the village green and a dense copse of trees further along Jacks Lane.</p>	<p>It is agreed that there is no visual connection between the application Site and these assets.</p>

46	<p>The applicant’s heritage assessment has appropriately described the significance of the site as well as all heritage assets within a 1500 metre search area. An archaeological desk-based assessment and written scheme of investigation including the results of a geophysical survey have also been provided which appropriately assess the archaeological potential of the site. The level of detail is sufficient to understand the potential impact of the proposal on the significance of the identified heritage assets, in accordance with paragraph 194 of the Framework.</p>	N/A
47	<p>ECC Conservation have assessed that there would be no harm to the significance of all but one of the listed designated heritage assets. Having regard to their comments, the heritage assessment and my observations on site, I concur that the effects on the setting of Warish Hall and Moat Bridge, Cheerups Cottage and Pump at Pippins would be neutral. This is by virtue of their distance from the site, intervening buildings and vegetation, and the contained nature of the site.</p>	<p>It is agreed that there would not neutral effects on Warish Hall and Moat Bridge, Cheerups and the Pump at Pippins.</p>

<p>48</p>	<p>ECC Conservation have identified less than substantial harm (at the lower end of the scale) to Hollow Elm Cottage. The thatched timber framed cottage dates from the 17th century (with potentially earlier origins), and its significance is primarily derived from its historic, architectural and artistic interest with evidence of surviving traditional building construction and materials. The building is perpendicular to the road, with its steeply pitched thatched roof providing a glimpse of its historic construction. The building is well contained within its substantial gardens by mature vegetation. Hollow Elm Cottage makes a positive contribution to the character and appearance of the area and can be appreciated in its semi-rural and tranquil setting along this sparsely developed section of Smiths Green Lane. I note that the Inspector in considering the appeal scheme identified that the land opposite the site (Bull Field, Maggots Field and Priors Wood) particularly gives the setting of Hollow Elm Cottage a sense of tranquility which overall makes a positive contribution to its significance. Consequently he found that development there would fail to preserve its setting. However, the application site at Jacks Parcel was not similarly identified as causing harm to the setting of the listed building.</p>	<p>Having regard to the Inspectors comments on the Appeal Scheme, it is agreed that the Jacks Parcel was not similarly identified as causing harm the Hollow Elm Cottage.</p>
<p>49</p>	<p>Having regard to the lack of direct interrelationship with Hollow Elm Cottage as a result of its separation by intervening land and a copse of trees, I would agree with the applicant that there would be no harmful effects arising from the proposed development on its wider rural setting, and that the heritage balance exercise in paragraph 202 of the Framework is therefore unnecessary.</p>	<p>It is agreed that the proposals would result in no harm to Hollow Elm Cottage.</p>

50	<p>In respect of non-designated heritage assets, paragraph 203 of the Framework requires effects on significance to be taken into account, and in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of harm or loss and the significance of the heritage asset. I have also had regard to Historic England advice. Smiths Green Lane (also known as Warish Hall Road), is a protected lane and these are referred to in Local Plan policy ENV9 relating to historic landscapes. The policy states that development proposals likely to harm such landscapes will not be permitted unless the need for the development outweighs the historic significance of the site</p>	N/A
51	<p>Its significance is derived from its historic context in the village of Takeley, its narrow width and wide unlit grassed verges without footways and limited street furniture. It is punctuated in numerous locations to provide access to dwellings which line the lane, and around its junction with Jacks Lane. The part of the lane along which the application site is located has narrower verges which are restricted by dense vegetation. I saw on my site visit that the lane is very lightly trafficked, with a consequent a sense of tranquillity and rural character, notwithstanding the background noise arising from the nearby A120 and Stansted Airport. The contained nature of the application site means that only glimpses of the field are currently appreciable. The site makes a moderate contribution to the significance of the non-designated heritage asset, and this is largely due to its undeveloped and verdant nature.</p>	<p>It is agreed that the contained nature of the site means that only glimpses through the access will be visible.</p>

<p>52</p>	<p>The Council’s response indicates that the protected lane is of particular concern, and this relates to the experience of the users of the lane and its historic significance in its open, pastoral setting. Historic England’s response notes its importance as a historic lane and its contribution to the setting of numerous heritage assets. I note that Historic England welcome the reduction to the extent of the development to the northern edge of the site (as compared to the appeal scheme) and consider that there is some scope for new development on the site. Notwithstanding this, Historic England retain concerns regarding the suburban encroachment on the historic lane, including impacts of light spill. As set out in the previous section of this statement, I am not persuaded that lighting details could be left to a condition. This is made more pertinent by the potential effects of light spill on the historic significance of the lane and its tranquil nature which is enhanced by the current lack of any significant lighting.</p>	<p>Further details are now submitted in regards to the lighting scheme for the Byway and there is no proposed external lighting within the development other than porch lights.</p>
<p>53</p>	<p>I note that the decision on the appeal proposals identified a moderate level of harm which could be mitigated to some extent by the design characteristics of the proposals at Bull Field. It concluded that the harm would be outweighed by the significant benefit of the housing provision arising from the proposals. The lack of specific reference to the effects of the Jacks Parcel development on the significance of the protected lane in the appeal decision does not necessarily imply that the Inspector did not consider it in the overall balance. Nonetheless, I am considering the application before me on its own merits based on the evidence put to me in writing and at the hearing.</p>	<p>N/A</p>

<p>54</p>	<p>I acknowledge that the only part of the proposed development directly affecting the lane would be the single access road into the site, and this is proposed in the same location as the existing agricultural access. Here, there is a relatively small gap in the dense hedgerow boundary along Smiths Green Lane. The proposed access, together with the footway/cycleway link into the site, would be wider than the existing gap and involve a mass of hardstanding uncharacteristic of the lane. Furthermore, visibility splays required by ECC Highways would necessitate the removal and/or cutting back of some of the existing vegetation along the verge. The proposed areas of removal are shown in the Arboricultural Impact Assessment, however it is unclear whether the extent of removal would achieve ECC Highway’s requirement for 2.4m x 43m visibility splays.</p>	<p>Further details on this access and the visibility splays are provided within this application.</p>
<p>55</p>	<p>I asked how such splays would be maintained and was told this would be in the remit of the applicant’s management company, however the plan9 indicates that achieving the splays would involve land outside of the application site. These uncertainties add to my concerns that there could be greater erosion of the village green and boundary vegetation than is indicated on the plans, and in turn this would result in harm to the significance of the Protected Lane as a non-designated heritage asset.</p>	<p>Further details on this access and the visibility splays are provided within this application. This can now be considered in detail.</p>
<p>56</p>	<p>Matters of lighting, visibility splays and associated vegetation removal are matters which are capable of being resolved by conditions which require further details. However such details are fundamental to the effects of the development on both the character and appearance of the area and the significance of the lane as a non-designated heritage asset. I am unable to assess the scale of harm and weigh it against the need for the development, and as such there is conflict with Local Plan policy ENV9 relating to historic landscapes as well as paragraph 203 of the Framework.</p>	<p>Further details are now submitted in regards to the lighting scheme for the Byway and there is no proposed external lighting within the development other than porch lights. This can now be considered in detail.</p>

57	<p>ECC Highways have not raised objections to the access, internal road layout or parking provision subject to a number of conditions. The Transport Assessment indicates that there is sufficient capacity on the local highway network for the expected traffic movements, and National Highways have not raised objections. There is insufficient evidence to persuade me otherwise, and as such I concur that there would not be severe cumulative impacts on the road network.</p>	<p>It is agreed that there would not be severe cumulative impacts on the road network.</p>
58	<p>My considerations on highway safety relate primarily to safe and suitable access for non-motorised users. Paragraph 92 of the Framework seeks for decisions to aim to achieve healthy, inclusive and safe places which include street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, that are safe and accessible (including well designed, clear and legible pedestrian and cycle routes) and that enable and support healthy lifestyles. Paragraph 110 b) requires safe and secure access to the site to be achieved for all users, and paragraph 112 a) states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. Paragraph 112 c) goes onto say that places should be safe, secure and attractive, minimising the conflict between pedestrians, cyclists and vehicles whilst responding to local character and design standards.</p>	<p>N/A</p>

<p>59</p>	<p>The lane is not heavily trafficked and it is possible to walk along its wide grassed verges. However this is somewhat prohibitive to wheelchair users and pedestrians with prams and pushchairs, and to most users and when it becomes muddy in inclement weather. In hours of darkness safety implications are heightened given the lack of street lighting. I heard that users are forced off the verge into the lane itself, creating a highway safety hazard. Ordinarily, a safe footway towards the settlement of Takeley alongside the highway would be required as part of a major housing development to facilitate access to the main part of the settlement along the B1256 and its services including bus routes. However the protected lane/nondesigned heritage asset and village green status of Smiths Green Lane and its verges mean that it is not feasible nor desirable in the interests of its character and historic interest to upgrade the road nor verges to safely accommodate pedestrians.</p>	<p>N/A</p>
<p>60</p>	<p>Public Right of Way Takeley 40 is broadly opposite the site, running from Smiths Green Lane along the edge of Bull Field and Priors Wood to Parsonage Road where it provides links to wider routes beyond the immediate environs of the site. This public right of way would have been incorporated as part of the wider development site on Bull Field, however as it presently exists it is a relatively overgrown unmade path through a field and is therefore not suitable for all users at all times of year.</p>	<p>N/A</p>

61	<p>Therefore an alternative pedestrian route is sought via the eastern edge of the site onto the adjacent public right of way. As a byway it is open to all types of user, not just pedestrians, and would include cyclists and horse riders. Motorists are restricted. The existing surface of the restricted byway is natural with compacted stones and I found it to be an easy and pleasant walk of less than five minutes between the site and Priors Green where is a local centre with a range of services. My walk took place on a dry summers day, and the surface was in generally good condition albeit some sections were overgrown and of more restricted width. It is of sufficient width to accommodate pedestrians however some sections may prove difficult for wheelchair users and pushchairs, and combined with cyclists and horse riders there is potential for conflict. It is unlit, and there is limited natural surveillance by nearby dwellings. I was told that users do not feel safe during hours of darkness and the surface is not always accessible with the route getting muddy and overgrown at numerous times of year, and that the ditches can overflow in times of heavy rain.</p>	N/A
62	<p>Given that this would comprise the sole dedicated route for walkers and cyclists, as well as continuing to serve existing local residents and equestrian users, in its current state the byway would be unacceptable as a safe, secure and attractive route for non-motorised users contrary to paragraphs 92, 110, and 112 of the Framework. The applicant therefore proposes to upgrade the byway by laying a new surface and installing lighting. This would inevitably involve cutting back and removing some of the vegetation which lines the route, with consequential environmental effects.</p>	N/A

<p>63</p>	<p>It appears that ECC Places Services’ Ecological Consultant was initially unaware of the off-site proposals to upgrade the byway. In their revised consultation response they highlighted that the byway and its’ surroundings include suitable habitat for foraging, commuting and roosting bats and therefore requested a pre-determination survey. The applicant subsequently submitted the results of a recent bat survey which recorded significant usage of the byway by bats. The report indicates that mitigation would take the form of minimising losses to vegetation to conserve foraging opportunities, and to install low-level bollard lighting rather than higher columns.</p>	<p>A note has been produced by Ecology Solutions to support the detailed scheme for the Byway Improvements.</p>
<p>64</p>	<p>Aims to retain vegetation and protect biodiversity have significant potential to conflict with the requirements of the Highway Authority in terms of making it a safe route which meets the relevant standards for a multi-user byway. However, there is limited information before me regarding details of how the byway would be upgraded to improve accessibility both for future occupiers and existing users whilst having regard to such environmental matters. A location plan has been provided with the UU, and a cross sectional drawing indicatively shows bollard lighting and timber edgings. However the exact extent and width of the surface is unclear therefore I am not convinced that the existing path is of sufficient width to accommodate a multi-user service and lighting without encroaching beyond its existing route.</p>	<p>Further details are now submitted in regards to the scheme for improving the Byway. This can now be considered in detail.</p>

65	<p>It may be possible that full details could be secured by a scheme to be agreed via a suitably worded Grampian condition as recommended by the Highway Authority, but I am mindful of planning practice guidance and the prospect of the works being agreed by all parties to enable the housing development to be implemented in a reasonable time period. No part of the byway lies within the control of the applicant, therefore such matters are contained within the UU with a requirement for a Highway Works Agreement. I was told at the hearing that the subsoil and surrounding land is in private ownership, with the owners being party to the UU. The exact extent and width of the path which is a public right of way within the jurisdiction of ECC as Highway Authority is, however, currently unknown</p>	<p>Further details our now submitted in regards to the scheme for improving the Byway. This is now also secured within the UU.</p>
66	<p>Since the discussion at the hearing some further detail has been added to the definition of Highway Works within the UU so that the requirements are more aligned with the condition recommended by the Highway Authority. Nonetheless given the conflicting views between consultees and potential trade-offs between the environment and pedestrian safety, I am not persuaded that such a scheme should be agreed post-consent. This matter forms a fundamental part of my considerations. If a scheme cannot be agreed for any reason, there is a risk that a lack of safe pedestrian access could render the proposed development unimplementable.</p>	<p>Further details our now submitted in regards to the scheme for improving the Byway. This is now also secured in detail within the UU.</p>
67	<p>Taking together the submissions by the Highway Authority and the interested parties, and my observations on site, from the submission before me I am not satisfied that a scheme to upgrade the byway could be dealt with post consent, either through the UU or by Grampian type conditions. Without the link, I am unconvinced that the site could be safely and suitably accessed by non-motorised users, contrary to Policy GEN1 of the Local Plan and paragraphs 92, 110 and 112 of the Framework.</p>	<p>Further details our now submitted in regards to the scheme for improving the Byway. This can now be considered in detail.</p>

68	<p>A noise assessment was submitted with the application which sets out the results of noise level surveys taken day and night from 6 to 10 April 2023 from two locations within the application site. Dominant noise is recorded to be road traffic (primarily from the A120), with aircraft noise from the nearby Stansted Airport being below the level of Significant Observed Adverse Effect Level in accordance with the Noise Policy Statement for England. Noise mitigation measures include noise reduction glazing in habitable rooms. No additional mitigation is currently proposed to amenity areas.</p>	N/A
69	<p>The Council’s Environmental Health Officer pointed out in their response that the noise assessment did not consider impacts from the nearby Essex and Herts Shooting School which is within the 1.5km noise buffer zone. Further information was subsequently provided to demonstrate the distance that activities at the shooting school were taking place. The Environmental Health Officer continued to object, stating that a distance of approximately 750m from a shooting range is insufficient to conclude that there would be no impact on future residents, with reference to the relevant guidance. They raised concerns that the applicant made assumptions and did not check if the shooting school were in operation during the noise monitoring period, so it was not possible for them to conclude one way or the other if the applicant’s data included such noise sources.</p>	Addressed below (para 70 of the S62A Decision)
70	<p>At the hearing I was told that the applicant had since contacted the shooting school, who confirmed that shooting operations were in place during the noise monitoring period in April, so would have been included in their survey. I also acknowledge that no complaints have been received by the Environmental Health department in relation to noise from the shooting school in its 14 years of operation, and that this matter was not previously raised in respect of the appeal proposals and other residential proposals in the area. The A120 and the airport continue to represent the principal noise sources in the area.</p>	EHO comments addressed

71	<p>Consequently, I am satisfied that the effects of noise on the future occupiers of the proposed development would be acceptable subject to conditions as recommended by Environmental Health relating to a noise mitigation scheme for both habitable rooms and external amenity spaces. In this respect I find no conflict with Local Plan policy ENV10 nor paragraphs 185 or 187 of the Framework.</p>	<p>It is agreed that that the effects of noise on the future occupiers of the proposed development would be acceptable subject to conditions as recommended by Environmental Health.</p>
72	<p>The habitat conditions of the site (including trees and hedges) and its surroundings, including the vegetation and drains which line the byway, have potential for the presence of protected species under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017. I am obliged to consider the presence of protected species and the extent to which they may be affected by the proposed development before planning permission is granted¹⁸.</p>	N/A
73	<p>The site lies within the 10.4km Zone of Influence for recreational impacts at the Hatfield Forest Site of Special Scientific Interest and National Nature Reserve. The Ecological Consultant’s response indicates that a Strategic Access Management and Monitoring Strategy is being developed in the area, and Natural England’s current interim advice is that only housing projects of 50 units or more should provide a mitigation contribution. This is therefore not applicable to the proposed development of 40 dwellings and I note that no objections have been raised by Natural England.</p>	

74	<p>ECC Place Services’ Ecological Consultant previously raised objections to the planning application to UDC on a number of grounds. Their concerns were initially addressed by a range of documents which have since been supplied with the s62A application . The site lies adjacent to a priority habitat, lowland mixed deciduous woodland, and the native boundary hedges are also considered by the Ecological Consultant to be priority habitats and potentially important for biodiversity under the Hedgerow Regulations 1997. Loss of hedgerows is expected to be compensated for through new or restored habitats, with such a compensation strategy being secured by condition. A biodiversity construction environmental management plan (CEMP) could also be secured by condition to ensure that retained trees and hedgerows which border the site are protected during construction. Potentially affected species within the site include bats, reptiles and birds which would require a preconstruction survey prior to removal of any habitat together with measures to protect species during construction. Biodiversity enhancement measures including bird and bat boxes, log piles, permeable fencing and creation of meadow grass margins are considered to be reasonable enhancement measures able to be secured by condition. A Landscape and Ecological Management Plan would also be expected to be secured by condition.</p>	<p>Applicant is satisfied with the suggested conditions.</p>
75	<p>As I have previously noted, the byway also includes suitable habitat for foraging, commuting and roosting bats and this was demonstrated by the additional information with additional surveys recording significant usage of the byway by bats. Mitigation would take the form of minimising losses to vegetation to conserve foraging opportunities, and to install low-level bollard lighting rather than higher columns. However whilst this would be possible, such measures are in conflict with Highway Authority requirements for surfacing and lighting. Consequently, in respect of my duty under the Natural Environment and Rural Communities Act to have regard to the purpose of conserving biodiversity, without such details I cannot be certain that there would not be harm to protected species.</p>	<p>Detailed scheme for the Byway is now provided, with a lighting provision which is deemed to be acceptable from a biodiversity perspective as set out in the note produced by Ecology Solutions.</p>

76	<p>The site lies within flood zone 1, identified on the Environment Agency’s flood map as being in an area with a low probability of flooding. The submitted Flood Risk Assessment and drainage report demonstrates that surface water runoff could be via infiltration methods. The Lead Local Flood Authority are content with the information subject to conditions. Interested parties have raised concerns about the sewage capacity and water supply in Takeley however this is not supported by representations from Thames Water and Affinity Water. In the event that the application was approved the statutory undertakers would be obliged to ensure such matters were adequately dealt with. I am satisfied that the proposals would be in compliance with Local Plan policy GEN3 and paragraph 169 of the Framework in relation to requirements for sustainable drainage systems.</p>	<p>It is agreed that the proposals would be in compliance with Local Plan policy GEN3 and paragraph 169 of the Framework in relation to requirements for sustainable drainage systems.</p>
77	<p>The completed and signed UU includes a range of obligations, some of which I have considered above. It makes provision to secure on-site affordable housing (including first homes) and public open space (including management and maintenance), contributions to secondary education (including transport) and early years education, public library contribution, health care contribution, and the aforementioned highway works to the restricted byway.</p>	<p>The UU has been updated to include full details in regards to the Byway improvements.</p>
78	<p>Whilst not a signatory to the UU, the Council’s CIL compliance statement sets out the policy basis for the obligations, their purpose and justifies the amount required for contributions. The Council’s response considers each of the contributions against the tests and also indicates additional obligations that would be required, which have since been included in the final version (healthcare and public open space). I have considered the UU and the Council’s response as well as the relevant consultation responses and policies, and I would agree that the obligations would meet the tests set out in paragraph 57 of the Framework and that the document is legally sound and enforceable.</p>	<p>The amended UU still meets the tests set out in paragraph 57 of the Framework, therefore the document is legally sound and enforceable.</p>

79	<p>The Council and a number of consultees have recommended and requested conditions to be imposed should the application be permitted. Having reviewed these conditions, in my view considering the application as a whole, imposing these conditions would not overcome or otherwise outweigh the harm I have found in my reasoning above.</p>	N/A
80	<p>Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Framework is such a material consideration. The Council does not dispute that paragraph 11 d) of the Framework and the ‘tilted balance’ is applicable, and that the policies most important for determining the application are outof-date given that the Council is unable to demonstrate a five-year supply of deliverable housing sites. Furthermore, the Local Plan was adopted in 2005, prior to the publication of the 2012 Framework. The draft of a new Local Plan for the district is yet to be published for consultation, therefore I am unable to attribute weight to it.</p>	It is agreed that the tilted balance is engaged under paragraph 11(d).
81	<p>In relation to the first limb of paragraph 11 d), there are no clear reasons for refusal in relation to the areas or assets of particular importance referred to in footnote 7 of the Framework. The test at paragraph 11 d)ii of the Framework is therefore engaged, such that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.</p>	N/A

82	<p>Given the location of the site outside of the settlement boundary of Takeley and within the CPZ there would be a degree of conflict with the Local Plan. Although this carries weight in the planning balance its weight is reduced due to the application of the tilted balance and the fact that the policies are out of date. I have found in my reasoning above that the location of the site immediately adjacent to the development limits of Takeley and proximate to local services would not conflict with the settlement strategy for the area. I also find the design and layout of the dwellings, traffic impacts, effects on the setting of designated heritage assets, and effects of noise to be acceptable amongst a number of other matters.</p>	<p>It is agreed that the location of the site would not conflict with the settlement strategy for the area and that the design, layout, traffic impacts, effects on the setting of designated heritage assets and effects of noise are acceptable amongst other matters.</p>
83	<p>Without details of a lighting scheme and vegetation removal to accommodate visibility splays before me I have concerns about the effects of the proposed development on the character and appearance of the area during hours of darkness, as well as on the significance of the protected lane as a nondesignated heritage asset. I am also not persuaded that safe and suitable access for non-motorised users can be ensured whilst preventing significant harm to local character and biodiversity arising from surface and lighting proposals to the byway. Such matters lead to conflict with the Local Plan, specifically policies S7, ENV9, GEN1, and GEN2.</p>	<p>A detailed scheme for the Byway improvement (including lighting) and for the vegetation removal to facilitate the visibility splays for the site access are now provided.</p>
84	<p>Notwithstanding the diminished weight to be given to a number of out-of-date Local Plan policies most important for determining the application, I find that these adverse impacts would also conflict with policies in the Framework as set out in each of the main issues above, specifically paragraphs 92, 110, 112, 130, 185 and 203. Such matters are significant adverse impacts which the Framework as a whole seeks to guard against.</p>	<p>A detailed scheme for the Byway improvement (including lighting) and for the vegetation removal to facilitate the visibility splays for the site access are now provided. These can now be consulted on, however, it is deemed that these are a suitable solution that would not conflict with the policies in the Framework.</p>

85	<p>In terms of benefits, the provision of 40 dwellings would represent a moderate benefit in the context of the housing land shortfall in the area and the Government’s objective of significantly boosting the supply of homes. I give significant weight to the provision of 16 affordable dwellings, secured in the UU, which is consistent with the advice of the Council’s housing strategy team. A suitable mix of housing, including bungalows, would be provided to meet the needs of a variety of occupiers.</p>	<p>It is agreed that the dwellings would represent a moderate benefit, that should be weighed against any harm which is now removed or very slight.</p>
86	<p>Whilst I acknowledge that some biodiversity enhancements are proposed and that they could be appropriately secured by condition, this benefit would be neutral given the amount of currently undeveloped greenfield land and vegetation that would be lost to make way for the development and byway improvements. The provision of electric charging points to all dwellings would assist in mitigating against harmful impacts to air quality. Nonetheless, in itself this would not mitigate against the inaccessible location of the site for pedestrians and therefore the benefits would be neutral.</p>	<p>This remains the same.</p>
87	<p>Construction related benefits such as use of modern building methods, improved insulation and energy efficient heating are standard building regulations requirements to which I give neutral weight. Provision of publicly accessible open space including a play area would benefit both future and existing residents to which I give moderate weight.</p>	<p>This remains the same.</p>
88	<p>There would also be moderate economic benefits arising from employment during construction but these would be temporary in nature. Increased local spending, as well as additional council tax and new homes bonus to UDC attract limited weight due to their generic nature.</p>	<p>This remains the same.</p>
89	<p>In view of the limitations to such benefits, the adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the Framework taken as a whole. As such, the proposal does not benefit from the presumption in favour of sustainable development set out in the Framework.</p>	<p>A detailed scheme for the Byway improvement (including lighting) and for the vegetation removal to facilitate the visibility splays for the site access are now provided. These can now be consulted on, however, it is deemed that these are a suitable solution that would not conflict with the policies in the Framework and so the harm would not outweigh the above-mentioned public benefits.</p>

90	<p>The applicant has failed to demonstrate that there would not be harmful effects on the character and appearance of the area and setting of the protected lane as a non-designated heritage asset (specifically including its effects during hours of darkness and removal of vegetation), and there is a lack of an agreed scheme to secure safe pedestrian and cycle access to and from the site. This conflicts with the Local Plan and the policies within the Framework when taken as a whole. The application should therefore be refused for the reasons set out above.</p>	<p>A detailed scheme for the Byway improvement (including lighting) and for the vegetation removal to facilitate the visibility splays for the site access are now provided. These can now be consulted on, however, it is deemed that these are a suitable solution that would not conflict with the policies in the Framework and so the harm would not outweigh the above-mentioned public benefits.</p>
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Appendix C: Drawing and Document Issue Sheet

SUBMISSION REF. NO.	DRAWING NUMBER/ DOCUMENT NAME	TITLE	SCALE	17.10.23	30.10.23					
05 SERIES		SITE LOCATION PLAN								
A.1	WH202.WST.P1.ZZ.DR.PL.05.01	SITE LOCATION PLAN JACKS PARCEL	1:5000@A3	A						
A.2	WH202.WST.P1.ZZ.DR.PL.05.02	SITE OWNERSHIP PLAN JACKS PARCEL	1:10,000@A3	A						
A.3	WH202.WST.P1.ZZ.DR.PL.05.03	SITE LOCATION PLAN JACKS PARCEL	1:2500@A3	A						
10 SERIES		SITE PLANS								
A.4	WH202.WST.P1.ZZ.DR.PL.10.00	MASTER PLAN JACKS PARCEL - COLOURED	1:500 @ A1	B						
A.5	WH202.WST.P1.ZZ.DR.PL.10.01	MASTER PLAN JACKS PARCEL - GENERAL ARRANGEMENT	1:500 @ A1	B						
A.6	WH202.WST.P1.ZZ.DR.PL.10.02	MASTER PLAN JACKS PARCEL - REFUSE STRATEGY	1:500 @ A1	B						
A.7	WH202.WST.P1.ZZ.DR.PL.10.03	MASTER PLAN JACKS PARCEL - FIRE / EMERGENCY STRATEGY	1:500 @ A1	B						
A.8	WH202.WST.P1.ZZ.DR.PL.10.04	MASTER PLAN JACKS PARCEL - HARD LANDSCAPING STRATEGY	1:500 @ A1	B						
A.9	WH202.WST.P1.ZZ.DR.PL.10.05	MASTER PLAN JACKS PARCEL - AFFORDABLE HOUSING STRATEGY	1:500 @ A1	C						
A.10	WH202.WST.P1.ZZ.DR.PL.10.06	MASTER PLAN JACKS PARCEL - BOUNDARY STRATEGY	1:500 @ A1	C						
A.11	WH202.WST.P1.ZZ.DR.PL.10.07	MASTER PLAN JACKS PARCEL - PARKING STRATEGY	1:500 @ A1	B						
A.12	WH202.WST.P1.ZZ.DR.PL.10.09	MASTER PLAN JACKS PARCEL - CYCLING STRATEGY	1:500 @ A1	B						
A.13	WH202.WST.P1.ZZ.DR.PL.10.10	MASTER PLAN JACKS PARCEL - TRAFFIC CONTROL STRATEGY	1:500 @ A1	B						
A.14	WH202.WST.P1.ZZ.DR.PL.10.50	JACKS PARCEL BYWAY SECTIONS	1:50 @ A3	-						
A.15	WH202.WST.P1.ZZ.DR.PL.10.51	JACKS GREEN JUNCTION WORKS	1:250@A2	-						
A.16	WH202.WST.P1.ZZ.DR.PL.10.53	PROPOSED VS EXISTING TOPOGRAPHICAL PLAN	1:500 @ A3	-						
15 SERIES		SITE SECTION								
A.17	WH202/22/15.5-102	JACKS GREEN ROAD CONSTRUCTION DETAILS SHEET 2 OF 2	As shown on drawing	A1						
A.18	WH202/22/15.11-103	JACKS GREEN OFF-SITE FOOTPATH SHEET 1 OF 2	1:250 @ A1	A1						
A.19	WH202/22/15.11-104	JACKS GREEN OFF-SITE FOOTPATH SHEET 2 OF 2	1:250 @ A1	A1						
A.20	WH202/22/15-21-104	JACKS GREEN OFF-SITE FOOTPATH ELECTRICAL LAYOUT SHEET 1 OF 2	1:250 @ A1	A1						
A.21	WH202/22/15-21-105	JACKS GREEN OFF-SITE FOOTPATH ELECTRICAL LAYOUT SHEET 2 OF 2	1:250 @ A1	A1						
30 SERIES		SITE SECTION								
A.22	WH202.WST.P1.ZZ.DR.PL.30.01	JACKS PARCEL STREET SCENES A & B	1:200 @ A1	B	C					
A.23	WH202.WST.P1.ZZ.DR.PL.30.02	JACKS PARCEL STREET SCENES C & D	1:200 @ A1	B	C					
55 SERIES		HOUSE TYPES								
A.24	WH202.WST.P1.ZZ.DR.PL.55.01	HOUSE TYPE B1 PLANS & ELEVATIONS	1:100 @ A2	B						
A.25	WH202.WST.P1.ZZ.DR.PL.55.02	HOUSE TYPE C1 PLANS & ELEVATIONS [JG]	1:100 @ A2	B						
A.26	WH202.WST.P1.ZZ.DR.PL.55.03	HOUSE TYPE 2C PLANS & ELEVATIONS [JG]	1:100 @ A2	A						
A.27	WH202.WST.P1.ZZ.DR.PL.55.04	HOUSE TYPE 3B PLANS & ELEVATIONS [JG]	1:100 @ A2	B						
A.28	WH202.WST.P1.ZZ.DR.PL.55.05	HOUSE TYPE 3C PLANS & ELEVATIONS [JG]	1:100 @ A2	B						
A.29	WH202.WST.P1.ZZ.DR.PL.55.06	HOUSE TYPES 4C PLANS & ELEVATIONS [JG]	1:100 @ A2	B						
A.30	WH202.WST.P1.ZZ.DR.PL.55.07	HOUSE TYPE 4D PLANS & ELEVATIONS [JG]	1:100 @ A2	B						
A.31	WH202.WST.P1.ZZ.DR.PL.55.08	HOUSE TYPE 5A* PLANS & ELEVATIONS [JG]	1:100 @ A2	-						
A.32	WH202.WST.P1.ZZ.DR.PL.55.09	TYPICAL GARAGES PLANS & ELEVATIONS	1:100 @ A2	-						
A.33	WH202.WST.P1.ZZ.DR.PL.55.10	HOUSE TYPE 1A PLANS & ELEVATIONS [JG]	1:100 @ A2	A						
A.34	WH202.WST.P1.ZZ.DR.PL.55.11	HOUSE TYPE 2B PLANS & ELEVATIONS	1:100 @ A2	A	B					
LANDSCAPE PLANS										
A.35	2951-LA-04	ILLUSTRATIVE LANDSCAPE MASTERPLAN	1:500 @ A1	P02						
TRANSPORT PLANS										
A.36	2007045-TK33	SWEPT PATH ANALYSIS REFUSE VEHICLE	1:1000 @ A3	A						
A.37	2007045-TK34	SWEPT PATH ANALYSIS FIRE TENDER	1:1000 @ A3	A						
LIGHTING PLANS										
A.38	MMA 18229	PROPOSED LIGHTING SCHEME - JACKS LANE, TAKELEY FOOTPATH	1:500 @ A1	-						

TOPO PLANS

A.39	SJG3443 - 1/21	WARISH HALL FARM, TAKELEY, BISHOP'S STORTFORD, CM22 6NZ - SHEET 1 OF 21	1:200 @ A1	-
A.40	SJG3443 - 2/21	WARISH HALL FARM, TAKELEY, BISHOP'S STORTFORD, CM22 6NZ - SHEET 2 OF 21	1:200 @ A1	-
A.41	SJG3443 - 3/21	WARISH HALL FARM, TAKELEY, BISHOP'S STORTFORD, CM22 6NZ - SHEET 3 OF 21	1:200 @ A1	-
A.42	SJG3443 - 4/21	WARISH HALL FARM, TAKELEY, BISHOP'S STORTFORD, CM22 6NZ - SHEET 4 OF 21	1:200 @ A1	-
A.43	SJG3443 - 5/21	WARISH HALL FARM, TAKELEY, BISHOP'S STORTFORD, CM22 6NZ - SHEET 5 OF 21	1:200 @ A1	-

SUBMISSION DOCUMENT

CONSULTANT NAME

B.1	Application Forms	Completed by Weston Homes	17th October 2023	-
B.2	Covering Letter	Weston Homes	17th October 2023	-
B.3	Planning Statement	Weston Homes	October 2023	2
B.4	Design and Access Statement	Weston Homes	September 2023	-
B.5	Air Quality Assessment	Aether	April 2023	2
B.6	Arboricultural Impact Assessment - Jacks Field, Takeley	Barton Hyett	October 2023	-
B.7	Ecology Documents Note	Weston Homes - Including document by Ecology Solutions	April 2023	1
B.8	Briefing Note: Byway Improvements - Lighting Design	Ecology Solutions	October 2023	-
B.9	Briefing Note: Smiths Green Lane Visibility Splays	Ecology Solutions	October 2023	-
B.10	Built Heritage Assessment - Jacks Parcel, Takeley	RPS	January 2023	-
B.11	Heritage Addendum - Jacks Parcel, Takeley	RPS	October 2023	-
B.12	Archaeological Desk Based Assessment	RPS	September 2023	1
B.13	Construction Environmental Management Plan	Weston Homes	February 2023	1.1
B.14	Environmental Noise Assessment	Stansted Environmental Services	September 2022	1
B.15	Letter from SP (SES) to DP (WH) Re: Response to Environmental Health Officer Comments (12.06.23)	Stansted Environmental Services	10th July 2023	-
B.16	Jack's Green, Warish Hall Farm, Takeley - Landscape Management Plan	Dutch LA	October 2023	-
B.17	Landscape Strategy	Allen Pyke	October 2022	P05
B.18	Landscape and Visual Impact Assessment	Allen Pyke	November 2022	P3
B.19	Addendum to Landscape and Visual Impact Assessment - Jacks Field, Takeley	Allen Pyke	October 2023	-
B.20	Flood Risk Assessment & SuDS Report	EAS	February 2023	C
B.21	Jacks Lane, Takeley Footpath - Outdoor Lighting Report	MMA Consultancy	22nd September 2023	-
B.22	Jacks Lane, Takeley - S38 Public Right of Way - Lighting Impact Assessment	MMA Consultancy	22nd September 2023	-
B.23	DW Windsor - Kirium Pro Mini Specification Sheet	-	-	-
B.24	Phase 1 Desk Study and Preliminary Risk Assessment	Stansted Environmental Services	28th January 2023	1
B.25	Sustainability Statement	Weston Homes	November 2022	1
B.26	Transport Assessment	Motion	April 2023	A
B.27	Written Schme of Investigation for Archaeological Evaluation	RPS	January 2023	3

Appendix D: Warish Hall Farm Appeal Decision - Ref. No. APP/C1570/W/22/3291524



Appeal Decision

Inquiry held on 21 June – 6 July 2022

Site visit made on 5 July 2022

by Richard McCoy BSc MSc DipTP MRTPI IHBC

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 9 August 2022

Appeal Ref: APP/C1570/W/22/3291524

Land at Warish Hall Farm, Smiths Green, Takeley

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Weston Homes PLC against the decision of Uttlesford District Council.
 - The application Ref UTT/21/1987/FUL, dated 9 June 2021, was refused by notice dated 20 December 2021.
 - The development proposed is "Mixed use development including: revised access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to; light industrial/flexible employment units (c.3568sqm) including health care medical facility/flexible employment building (Use Class E); 126 dwellings on Bulls Field, south of Prior's Wood; 26 dwellings west of and with access from Smiths Green Lane; 38 dwellings on land north of Jacks Lane, east of Smiths Green Lane including associated landscaping, woodland extension, public open space, pedestrian and cycle routes".
-

Decision

1. The appeal is dismissed.

Procedural matters

2. Takeley Parish Council (TPC) was granted Rule 6(6) status under the provisions of the Inquiries Procedure Rules.
3. I heard from TPC that a Heritage Assessment and Audit, dated March 2022¹, which proposes a Conservation Area based on Smiths Green, was produced in support of the Neighbourhood Plan (NP). However, the NP is at the very early stages of preparation and the parties agreed that as an emerging document undergoing full consultation, it should be afforded very little weight. From my assessment, I have no reason to disagree and have dealt with the appeal on this basis.
4. Following the withdrawal of the Uttlesford Local Plan in April 2020 it was confirmed that the Council is at the early stages of preparing its new Local Plan. The Regulation 18 consultation planned to take place in June/July 2022 has been delayed. Given the new plan is in the very early stages of preparation it carries very little weight in this appeal.

¹ CD 13.10 Appendix 2

5. The development plan for the area includes the Saved Policies of the Uttlesford Local Plan (2000-2011), adopted in 2005. The policies of the Uttlesford Local Plan which are most important to the proposal under this appeal are agreed² as Policy S7 - The Countryside, Policy S8 - The Countryside Protection Zone, Policy GEN6 - Infrastructure Provision to Support Development, Policy ENV2 - Development affecting Listed Buildings, Policy ENV4 Ancient Monuments and Sites of Archaeological Importance, Policy ENV7 - The Protection of the Natural Environment - Designated Sites, Policy ENV8 - Other Landscape Elements of Importance for Nature Conservation, Policy ENV9 - Historic Landscapes and Policy H9 - Affordable Housing. Those of relevance, under paragraph 219 of the National Planning Policy Framework (NPPF), should be given due weight according to their degree of consistency with the Framework, and I return to this matter below.
6. On 7 February 2022, the Minister of State for Housing gave notice that, under powers conferred by section 62A of the Town and Country Planning Act 1990, Uttlesford District Council would be formally designated in respect of applications for planning permission for major development. The direction³, which took effect on 8 February 2022, relates to the quality of making decisions by the Council on applications for planning permission for major development under Part 3 of the Act. The decision on the proposal which forms the subject of this appeal was made before the Designation took effect and is in respect of a decision taken by the Council to refuse planning permission for major development following an Officer recommendation to approve.
7. The appellant's witness, John Russell BEng(Hons), CMILT, MIHT, who was going to give evidence on Transport, was not called while Jennifer Cooke and Tim Murphy gave evidence at the "Round Table" session on Heritage for the appellant and the Council respectively, and Charles Crawford, Jacqueline Bakker and Bobby Brown gave evidence at the "Round Table" session on Landscape Character and Appearance for the appellant, the Council and the Parish Council respectively.
8. A signed and dated Planning Obligation⁴ by Deed of Agreement under Section 106 of the Town and Country Planning Act 1990 (S106 Agreement) was submitted by the appellant. This covers a phasing plan, affordable housing, a Prior's Wood Management Plan, public open space provision, Site of Alternative Natural Greenspace provision, a healthcare contribution, a Hatfield Forest contribution, upgrading of the public byway route and pedestrian link provision, submission of a custom build phasing scheme, and the transfer of healthcare facility land. Based on the evidence presented at the Inquiry, I consider that the obligations in the S106 Agreement meet the tests set out in the NPPF and satisfy the requirements of regulation 122 of The Community Infrastructure Levy Regulations 2010. I can therefore give the S106 Agreement significant weight and I return to these matters below.
9. In the light of the provisions of the S106 Agreement, the Council confirmed that it was no longer pursuing refusal reason 4 in respect of "a failure to deliver appropriate infrastructure to mitigate any impacts and support the delivery of the proposed development". I have dealt with the appeal on this basis although having regard to the concerns raised in representations from interested parties,

² SoCG CD 5.2A

³ CD 4.10

⁴ ID 40

I go on to deal with a number of these issues below under Main Issues and Other Matters.

Application for costs

10. At the Inquiry an application for costs was made by Weston Homes PLC against Uttlesford District Council. This application is the subject of a separate Decision.

Main Issues

11. All of the main parties agreed that the Council is unable to demonstrate a five-year supply of deliverable housing land. The Council's Monitoring Report⁵ for 2020/21 identifies a five-year housing land supply of 3.52 years. In which case, paragraph 11d of the NPPF is engaged.
12. Against this background, I consider the main issues to be the effect of the proposal on:
- i. the character and appearance of the surrounding area, including the Countryside Protection Zone,
 - ii. the significance of nearby heritage assets including Warish Hall moated site and remains of Takeley Priory SAM, the Grade 1 listed Warish Hall and Moat Bridge, along with other designated and non-designated heritage assets,
 - iii. the adjacent ancient woodland at Priors Wood, and
 - iv. whether any adverse impacts of the proposal would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF taken as a whole or whether specific NPPF policies indicate that development should be restricted.

Reasons

Background

13. The appeal site extends to around 25.15ha and comprises of three main land parcels known as 7 Acres, Bull Field and Jacks. 7 Acres (2.27ha) is made up of the field situated between Prior's Wood to the east and the Weston Group Business Centre to the west. Bull Field (12.1ha) is made up of the field situated west of Smiths Green Lane and bounded by Prior's Wood to the north and to the west and south by properties within North Road, Longcroft (including Roseacres Primary School field), Layfield, Longcroft and Smiths Green. Jacks (2.1ha) is a pasture field located on the eastern side of Smiths Green Lane which separates it from the rest of the appeal site. Abutting the settlement edge to the north of Takeley, the appeal site is mostly flat and level.
14. Within Uttlesford District, Takeley is one of the largest villages and is considered a 'Key Rural Settlement', the highest order of settlement below Stansted Mountfitchet village and the main towns of Great Dunmow and Saffron Walden. As such, Takeley benefits from a number of facilities and services including primary schools, shops and services.

⁵ Para 6.4 SoCG CD 5.2A

15. Proposed is the erection of 188 dwellings to include 76 affordable dwellings and up to 3 No. Custom-build dwellings, along with 3568m² of flexible employment space. The proposal would also provide a medical/health facility hub building, an extension to Roseacres Primary School, an extension and enhancement of Prior's Wood, formal and informal open space provision, cycleway and pedestrian links and provision of permissive walking routes. These would be secured via the submitted S106 Agreement.
16. It is proposed to spread the development across 2no. sites, split between three character areas, as follows: Commercial Area (7 Acres); Woodland Neighbourhood/Rural Lane (East and West sections of Bull Field and entrance to Jacks) and Garden Village (Jacks).

Location

17. Saved LP Policy S7 seeks to restrict development in the open countryside directing it to the main urban areas, the A120 corridor and selected Key Rural settlements, including Takeley. The policy has three strands: firstly, to identify land outside of the settlement limits, secondly, to protect the countryside for 'its own sake', and thirdly, to only allow development where its appearance protects or enhances the particular character of the countryside within which it is set, or if there are special reasons why such development needs to be in that location. It is common ground that the proposal would be located outside the development limits for Takeley as defined by the Uttlesford Local Plan. In this respect, there would be a breach of Policy S7.

Character and appearance of the countryside

18. While neither the appeal site, nor the surrounding area is a valued landscape, within the meaning of paragraph 174(a) of the NPPF, at the District level it is located within the Broxton Farmland Plateau Landscape Character Area (LCA) as defined in the District level Uttlesford Landscape Character Assessment⁶. This is characterised by gently undulating farmland, and large open landscapes with tree cover appearing as blocks on the horizon and is assessed within the LCA as having a moderate to high sensitivity to change.
19. Prior's Wood within the appeal site, is an area of Ancient and Semi-Natural Woodland while the verge adjoining Smiths Green Lane is designated as a village green⁷. In addition, Smiths Green Lane, north of its junction with Jacks Lane, is designated as a Protected Lane⁸ under Local Plan Policy ENV9 (it is identified in the Uttlesford Protected Lanes Assessment as "UTTLANE 166 Warish Hall Road" but it was more commonly referred to at the Inquiry as Smiths Green Lane and it is the latter name that I refer to as "Protected Lane" throughout this Decision). This is a heritage policy and I deal with this below under Heritage Assets. However, some of the criteria underpinning the designation have a landscape dimension and were covered by the landscape witnesses at the Inquiry.
20. Public rights of way that traverse the site and surrounding area include PROW 48_40 which runs across the site from its western boundary near Parsonage Road through to Bull Field, south of Prior's Wood, PROW 48_41 which runs across the southern section of Bull Field, PROW 48_25 which runs along the

⁶ CD 1.95 and 11.4

⁷ ID 16

⁸ CD 10.16

northern boundary of the eastern field (Jacks) and PROW 48_21 which runs parallel to the Site's northern boundary, adjacent to the A120 and forms part of the Harcamlow Way – a National Trail connecting Harlow to Cambridge.

21. A Landscape and Visual Impact Assessment⁹ (LVIA) by Allen Pyke Associates dated June 2021 was submitted with the planning application. The methodology used in the LVIA is generally compliant with GLVIA3 and identifies 19 visual receptors in respect of this proposal. I have however, in coming to my view, taken account of the appellant's landscape witness evidence¹⁰ both in terms of the review of the submitted LVIA and the conclusions reached on landscape and visual effects, and in finding the area to have a medium susceptibility to change.
22. The development would be built on the edge of the village, extending the built form into the open countryside. Whilst in overall terms the proposal would have little effect on the wider LCA, in local terms the appeal site is part of an open, tranquil environment, notwithstanding the proximity of the airport and the A120, within which the Prior's Wood ancient woodland is experienced. For that reason, it has community value being an "everyday" landscape that is appreciated by the local community. Nevertheless, I agree with the appellant that in terms of that part of the appeal site which comprises 7 Acres and Jacks, it is enclosed by mature boundary planting and existing development. This sense of enclosure means that these areas of the appeal site are largely separate from the wider landscape and the LVIA identified visual receptors. Accordingly, I consider the proposal would have minimal effect in terms of landscape character and visual impact in respect of these areas.
23. However, with regard to Bull Field (west and central areas), Bull Field (east), Maggots Field and Prior's Wood, these areas of the appeal site are of a more open character and make an important contribution to the semi-rural, agrarian nature of the area to the north of the built-up areas of Takeley and Smiths Green. I observed, notwithstanding the enclosure that is created by the boundary planting, that this part of the appeal site forms a strong demarcation between the countryside and the existing urban development to the south. As such, I consider this part of the appeal site shares its affinity with the countryside with which it forms an integral and functional part.
24. In addition, Bull Field and Maggots Field give a sense of grandeur to Prior's Wood when viewed from the visual receptors of the Protected Lane and PROWs 48_40, 48_41 and 48_25 (where it joins the Protected Lane), providing it with "breathing space" in the context of the existing built development evident in the wider area. By introducing development, albeit of a low density in the area of the Protected Lane (the Rural Lane Character Area), the proposal would reduce views of the woodland to glimpsed views between dwellings across formerly open countryside that would become urbanised. This would be most apparent from PROWs 48_41 and 48_25 (where it joins Smiths Green Lane), and the Protected Lane.
25. While I note the existing hedges along the verge of the Protected Lane, I nevertheless consider that the roofs of the proposed dwellings and the new accesses to the development would be apparent from the Protected Lane and the overall built form would be noticeable at night when street lights and other

⁹ CD 1.95

¹⁰ CD 13.3A

lights from the development would be likely to be seen. In addition, the quality of the experience for users of PROWs 48_40, 48_41 would be diminished, given the proximity of the proposed housing. It would create an urbanised environment through which the footpaths would pass in place of the current agrarian field, within which and from which, views of Prior's Wood are enjoyed. The urbanising effect of the proposal may be seen from the appellant's submitted LVIA Views and "before and after" visualisations¹¹. By so doing, the intrinsic character of the countryside would be adversely affected by the proposal in conflict with LP Policy S7.

26. I have given careful consideration to the appellant's landscape and design evidence, including the revisions to the scheme aimed at reflecting the grain of nearby settlements. I also fully appreciate that the landscape to which the appeal site belongs is not rare, or of exceptional quality, and that the site itself has no particular landscape designation. In this sense I agree that the landscape has a moderate value. However, 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, despite the presence of nearby urbanising influences.
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, and notwithstanding the mitigating design measures to create green infrastructure and character areas of varying layouts and densities, in the context of Policy S7 and what I heard, I consider that no special reasons have been demonstrated as to why the development, in the form proposed, needs to be there.
28. Against this background, I consider that the proposal would have a significant adverse effect on local landscape character. It would change the intrinsic rural character of the area by introducing built development into a rural setting thereby severing the connection of Prior's Wood with the open agrarian environment to its south. This would be apparent from the Protected Lane and PROWs identified above in paragraph 24, resulting in a significantly adverse visual impact in conflict with LP Policy S7 and NPPF paragraphs 130 and 174b.

Countryside Protection Zone

29. The appeal site is also situated within the Countryside Protection Zone (CPZ) as defined in LP Policy S8. This is an area of countryside around Stanstead Airport within which there are strict controls on new development, particularly with regard to new uses or development that would promote coalescence between the airport and existing development in the surrounding countryside, and adversely affect the open characteristics of the zone.
30. The 3 areas which make up the appeal site are large pastoral and agrarian fields. 7 Acres and Jacks have planting around their boundaries while Bull Field has Prior's Wood to the north and is open to the Protected Lane on its eastern flank. While the appeal site contributes to the character and appearance of the countryside to the south of the airport, and the CPZ as a whole, it is separated from the airport by the A120 dual-carriageway and sits in close proximity to development in Takeley, Smiths Green and Little Canfield.

¹¹ CD 1.95 LVIA Views 3, 4, 5, 6, 7, 8 and 9 and CD 13.3B Figures 5a & 5b, and 5c & 5d

31. My attention was drawn to a number of recent decisions where planning permissions have been granted, both by the Council and on appeal, for housing developments within the CPZ. Nevertheless, taking this proposal on its merits and the site-specific circumstances of the appeal site, in particular Bull and Maggots Fields being within the countryside and open, I consider it would have its character changed by the introduction of new development. In this regard, it would result in a reduction of the open characteristics of the countryside around the airport.
32. In terms of coalescence with the airport, I acknowledge that the proposal would further increase built development between the airport and Takeley, in a location where the gap between the airport and surrounding development is less than in other areas of the CPZ. However, the open countryside between the airport and the A120, along with Priors Wood would prevent the proposal resulting in coalescence between the airport and existing development.
33. Against this background, while the factors set out above would serve to reduce the impact, the proposal would nevertheless result in an adverse effect on the open characteristics of the CPZ in conflict with LP Policy S8.

Conclusion on the Character and Appearance main issue

34. Drawing all of these points together, I consider that there would be conflict with LP Policy S7 in respect of the location of the development and the detrimental effect on local landscape character and visual impact. This would result in the proposal failing to protect or enhance the particular character of the part of the countryside within which it is set. In addition, I find the proposal would conflict with LP Policy S8 in terms of the adverse effect on the open characteristics of the CPZ. However, I will consider the weight to be attributed to this policy conflict later in my decision, turning firstly to address the effect on heritage assets.

Effect on the significance of heritage assets

35. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (PLBCA) (the Act) states that special regard should be paid to the desirability of preserving the settings of listed buildings, where those settings would be affected by proposed development. The NPPF defines the setting of a heritage asset as the surroundings in which it is experienced. The extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
36. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight attaches to the asset's conservation; the more important the asset, the greater that weight should be. Significance can be harmed through development within an asset's setting. Historic England guidance: The Setting of Heritage Assets¹², indicates that setting embraces all of the surroundings from which an asset can be experienced or that can be experienced from or within the asset. Setting does not have a fixed boundary and cannot be defined, in perpetuity, as a spatially bounded area or as lying within a set distance of a heritage asset.

¹² CD 10.1

37. The significance of a heritage asset is defined in the NPPF as its value to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. Significance may be harmed by a development and it is necessary to determine the degree of harm that may be caused.
38. A Heritage Statement of Common Ground (HSoCG) was agreed between the appellant and Uttlesford District Council which identified several heritage assets that would be affected by the proposal as a development within their settings. These are: Warish Hall and Moat Bridge (Grade 1 listed), Warish Hall moated site and remains of Takeley Priory Scheduled Monument (SM), Moat Cottage (Grade II* listed) and Hollow Elm Cottage, Goar Lodge, Beech Cottage, The Croft, White House, The Cottage, The Gages, Pump at Pippins and Cheerups Cottage (all Grade II listed)¹³.
39. In addition, the Protected Lane, as a non-designated heritage asset, was identified in the HSoCG as being affected by the proposal as a development within its setting. From my assessment of the proposal, I agree with the list of designated and non-designated heritage assets identified by the parties. I deal with each of them below in terms of the effect of the proposed development.
40. *Warish Hall and the associated Moat Bridge*: its significance derives from its architectural and historic interest in terms of the surviving historic fabric and design detailing from the late 13th century, with architectural features indicative of its age and historic function. The setting is well contained within the moated site given the sense of enclosure created by the surrounding mature trees. The contribution of setting to its significance is high given it is part of a planned medieval moated complex but the setting is very much confined within the immediate area of the hall and bridge. In this regard, I consider that the proposal would have no effect on the significance of this designated heritage asset.
41. *Moat Cottage, The Cottage, The Croft, White House and The Gages*: these dwellings are closely grouped within the historic, linear hamlet of Smiths Green. They each are set back from, and sit within, a residential plot with hedgerow boundaries, separated from the road by large open, grass verges. I consider that their significance derives from their architectural and historic interest, dating from around the early 16th century and containing fabric and artistic elements from that time.
42. While modern development has intruded into their settings to the east and west, their settings to the north include the open aspect of Bull Field, across its agrarian landscape to Prior's Wood. This makes a positive contribution to their significance. By introducing development into this area, the proposal would fail to preserve the settings of these listed buildings, thereby detracting from their significance.
43. *Hollow Elm Cottage*: located at the northern end of Smiths Green, its significance is predominately derived from its historic, architectural and artistic interest, being one of the earliest buildings in the hamlet. Its setting to the east includes Jacks and beyond that the late 20th century infill development of Little Canfield. The wider setting to the north and west is made up of the open fields

¹³ Paragraph 4.1 CD 5.3A

- of Bull and Maggots, and Prior's Wood. To the south is Jacks Lane and the linear historic settlement of Smiths Green.
44. In particular, Bull Field, Maggots Field and Prior's Wood, serve to give the setting of this designated heritage asset a sense of tranquillity which overall makes a positive contribution to its significance. The proposal, by introducing development into the area to the north and west, would fail to preserve the setting of this listed building, thereby detracting from its significance.
 45. *Goar Lodge and Beech Cottage*: the significance of these heritage assets derives from their historic, architectural and artistic interest as evidenced by the surviving historic fabric. They document the local vernacular through their form, layout, building methods and materials.
 46. Their shared setting is made up of the rural character of the large open grassed areas and verges of Smiths Green Lane. This is apparent when travelling south towards Smiths Green in terms of the transition from the agrarian fields of Bull Field and Maggots to the dwellings of the historic hamlet. This gives the historic context of these listed buildings. While there is an intervening hedgerow between them and Bull Field, it is possible to appreciate the historic rural context to their rear and the setting makes a high contribution to their significance. By introducing development into this area, the proposal would fail to preserve the settings of these listed buildings, thereby detracting from their significance.
 47. *Cheerups Cottage*: the significance of this heritage asset is predominately derived from its historic, architectural and artistic interest as evidenced in some of the surviving historic fabric. As a vernacular building, Cheerups Cottage demonstrates the historic living expectations, building methods and materials available at the time of its construction. Standing at the northern end of Smiths Green, there is both inter-visibility and co-visibility between the listed building and Bull Field which is indicative of the wider historic rural setting which the historic maps show has undergone little change over the centuries.
 48. This forms the majority of the building's setting, adding a sense of tranquillity and making a very positive contribution to the significance of this designated heritage asset. By introducing development into this area, the proposal would fail to preserve the setting of this listed building, thereby detracting from its significance.
 49. *Pump at Pippins*: the pump is a 19th century example of its type. Its significance is drawn from its surviving historic fabric and the evidence it provides of historic living conditions in the area. It stands at the northern end of the hamlet of Smiths Green, close to the junction of Smiths Green and Jacks Lanes, within part of the village green. While there is recent development in the vicinity, the village green and the open countryside to the north and west demonstrate its historic rural context as a focal point of the hamlet. This forms its setting which makes a high contribution to its significance.
 50. Unlike the parties who agreed that there would be no harm arising from the proposed development to the significance of the pump¹⁴ I consider that by introducing development into this area, the proposal would fail to preserve the setting of this listed building, thereby detracting from its significance.

¹⁴ Paragraph 5.7 CD 5.3A

51. *Warish Hall moated site and remains of Takeley Priory Scheduled Monument*: this scheduled monument includes a priory site situated on high ground, around 2km east of Takeley church. It contains a complete, rectangular moat which is set within a much larger moated enclosure. As a scheduled monument it is an asset of the highest significance and is of particular historical and archaeological importance.
52. The setting of this SM makes a strong contribution to its significance. Like other examples of its type in this part of England it was constructed in the rural landscape. Whilst field boundaries in this vicinity have changed over time and the site itself has become enclosed by mature trees, the fundamental agrarian land use in the vicinity of the SM has remained. The link to Prior's Wood and Bull Field in my judgement, is an important one in terms of setting. It is likely that the Priory had an ownership and functional relationship with the woodland and the SM retains its functional link to these rural features in the surrounding landscape.
53. Notwithstanding the built development in the vicinity including the airport, the A120 and the housing beyond Smiths Green to the south, I consider that this asset can be appreciated and experienced from Priors Wood and Bull Field in terms of the visual and historical functional links, and the tranquillity they provide to the SM. The undeveloped grain of the surrounding landscape character, as part of the asset's setting, makes a positive contribution to its significance.
54. The proposal would erode this character by bringing development closer to the SM within the nearby Bull Field and Maggots Field. The experience of the SM, from its southern ditch, would be adversely altered as the open agrarian landscape would be enclosed by built development. This would be harmful to the significance of the designated heritage asset.
55. In this regard, I agree with Historic England¹⁵ who in its consultation response noted that it is clear that the SM draws a considerable amount of its significance from its setting. In accepting that the SM is compromised by previous development, it still however benefits from long uninterrupted views southwards towards Prior's Wood and Smiths Green. Against this background, Historic England considered there would be less than substantial harm of a moderate to high degree.
56. *Warish Hall Road and Non-Designated Heritage Asset*: the background to this is set out above in paragraph 19 including how it is referred to locally as Smiths Green Lane. For clarity, it is that section of the lane which runs north from the junction with Jacks Lane towards the A120, adjacent to Bull Field¹⁶. It is protected due to a combination of features identified in the Uttlesford Protected Lanes Assessment (UPLA). These are Diversity, Integrity, Potential, Aesthetic, Biodiversity, Group Value, and Archaeological Association. I have dealt with a number of these under landscape character and visual impact under the first main issue above (character and appearance), assessing the contribution Smiths Green Lane makes to local landscape character and the effect of the proposal upon it as a visual receptor.

¹⁵ CD 3.1 and CD 3.3

¹⁶ CD 13.2 Appellant's Heritage POE

57. In terms of this main issue, LP Policy ENV9 identifies "Protected Lanes" as part of the local historic landscape. Thus, the Protected Lane falls within the NPPF definition of a "heritage asset" as it has been "identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest".
58. While the parties disputed the extent of the Protected Lane, in my judgement, it encompasses the verges (which are registered as a village green), hedgerows and other features as identified in the evaluation criteria for the Protected Lanes contained in the UPLA. Features such as verges (including those that form part of the village green), hedgerows and ditches/ponds are an intrinsic part of the historical make-up of the Protected Lane and contribute to its significance as a non-designated heritage asset (NDHA).
59. In the wider sense, the lane has a strong visual and functional relationship with the countryside through which it passes, including Bull Field and Maggots Field making it of historic interest to the local scene and imbuing it with a high level of significance. This countryside environment forms its setting and makes a positive contribution to its significance. The proposal, by introducing development into this agrarian setting would be harmful to the rural setting of the Protected Lane by the way in which it would create new vehicular accesses on to it and would bring built form close to its western verge. The urbanising effect of the proposal on the setting of the Protected Lane and the creation of new accesses across the verges, forming gaps in the hedgerows would both directly and indirectly affect the NDHA in conflict with LP Policy ENV9, which can only be justified if "the need for the development outweighs the historic significance of the site".
60. As may be seen from my conclusion on the first main issue, I consider that in terms of landscape character and visual impact, the overall effect of the form, layout and density of the proposal would be harmful, notwithstanding the mitigation measures to be employed. That conclusion takes account of Smiths Green Lane as a landscape component and visual receptor within the overall landscape, noting that in overall terms it has not been demonstrated that the development in the form proposed needs to be there.
61. In my judgement, the consideration of the effect of the proposal on the Protected Lane as a NDHA is more focussed and deals with that stretch of Smiths Green Lane that has NDHA status. As noted above, the proposal has a number of character areas. One of these "The Rural Lane", responds to the rural character of the Protected Lane. In this regard the proposal has gone through several revisions and in the area of the Protected Lane would take the form of a low-density development that reflects the established linear form of Smiths Green Hamlet, along Smiths Green Lane. The proposed large family dwellings would be set back from the lane with a series of driveways serving small clusters of dwellings and have an appearance rooted in the local vernacular.
62. While there would be harm to the significance of the Protected Lane as a NDHA for the reasons given above, it would be mitigated to some extent by the proposed Rural Lane design characteristics regarding density and layout. This would result in a moderate level of harm as the historical significance of the lane as an artery through a countryside environment, though diminished, would still be discernible.

Conclusion on the Heritage Main Issue

63. Taking all of the above together, it is clear that there would be an adverse impact on the significance of several of these designated heritage assets, arising from the failure of the proposal to preserve the settings of the listed buildings and the harm to the significance of the SM arising from development within its setting. This would be in conflict with LP Policy ENV2 which provides that development proposals that adversely affect the setting of a listed building will not be permitted and ENV4 which deals with ancient monuments and their settings.
64. In coming to this conclusion, I have had regard to the appellant's mitigation measures¹⁷. While it is argued that design, layout, density and planting within the proposal would serve to mitigate its effects, I nevertheless consider that the proposal, by introducing an urbanising influence into the open, pastoral setting of these heritage assets, would be to the detriment of their significance, resulting in less than substantial harm.
65. However, given the majority of significance in each case is derived from their surviving historical form and fabric which will not be affected by this proposal, the resulting harm would be less than substantial. The parties agree that the degree of less than substantial harm is of a low level in the case of Moat Cottage, The Croft, White House, The Cottage, The Gages and Cheerups Cottage and medium in the case of Hollow Elm Cottage. From my assessment, I have no reason to disagree.
66. In the case of Goar Lodge and Beech Cottage, for the reasons given above, I agree with the Council that the proposal would result in a medium level of less than substantial harm. However, unlike the parties who agree no effect on the Pump at Pippins¹⁸, I consider that the proposal, for the reasons set out above, would cause a medium level of less than substantial harm. In addition, in respect of the Warish Hall moated site and remains of Takeley Priory Scheduled Monument (SM), for the reasons given above, I agree with Historic England and consider the proposal would cause a moderate to high level of less than substantial harm.
67. In any event, whether or not I accept the appellant's findings regarding the degree of less than substantial harm, under NPPF paragraph 202 this harm should be weighed against any public benefits of the proposal, including securing the asset's optimum viable use and this is a matter I return to below.
68. With regard to the Protected Lane (NDHA), LP Policy ENV9 requires the need for the development to be weighed against the historic significance of the site. This is broadly consistent with NPPF paragraph 203 which requires a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset. The proposal would indirectly affect the significance of the NDHA by introducing development within its setting and directly by creating accesses onto the Protected Lane. In this case however, while the significance of the heritage asset is of a high level, the scale of the harm would be of a moderate nature, given the revisions to the scheme which has reduced the density of development in the vicinity of the Protected Lane.

¹⁷ CD 13.2

¹⁸ Paragraph 5.7 CD 5.3A

69. Against this is the significant need for housing in an area lacking a deliverable supply of five-year housing land. While the balances under the Policy and the NPPF may differ, I consider that the need for the development would outweigh the significance of the NDHA under LP Policy ENV9 and the moderate harm to significance under NPPF paragraph 203 would be outweighed by the significant benefit of the housing provision arising from the proposal. The proposal therefore, as it relates to the historic interest of the Protected Lane, would not conflict with LP Policy ENV9.

The effect of the proposal on the adjacent ancient woodland at Prior's Wood

70. Concerns were raised that the proposal would fail to provide a sufficient buffer between the proposal, including the access road, cycleway and dwellings, and the ancient woodland of Prior's Wood. This arises from the Standing Advice issued by Natural England and The Forestry Commission¹⁹ which recommends that a buffer zone of at least 15 metres from the boundary of the woodland should be provided in all cases.

71. It should be noted that this is a separate concern to that of the effect on Prior's Wood as part of the overall landscape and character and visual impact which I have dealt with above under the 1st main issue. In that regard, I have concluded that the proximity of the development to Prior's Wood in place of an open agrarian field would result in harm to the character and appearance of the area, including Prior's Wood. The concern under this main issue is that trees within the woodland itself would be harmed by the proposed development.

72. Whilst paragraph 180(c) of the NPPF makes clear that development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy, the Council's ecology advice from Place Services raised no issues as regards impacts on Prior's Wood in respect of any resulting loss or deterioration.

73. Indeed, it is common ground between the Council and the appellant²⁰ that there is no objection to the technical design of the proposal as a result of any impact on trees, and no trees within Prior's Wood are to be removed or would be impacted on directly as a result of the proposed route through the buffer. Moreover, mitigation of the impact on Prior's Wood includes the Woodland Management Plan (which is part of the S106 Agreement).

74. The parties disputed where the buffer zone should be measured from, with the appellant preferring the trunks of the trees on the outer edge of the woodland and the Council, the outer edge of the ditch. Either way, it is agreed that the 15m buffer would be breached by the cycle way along the southern edge of Prior's Wood and a 35m stretch of the access road connecting 7 Acres and Bull Field (referred to at the Inquiry as the "pinch point"). I heard, as agreed in the SoCG, that no trees within Prior's Wood would be removed or would be impacted on directly as a result of the proposed access road and cycle way route within the buffer, including the road layout at the pinch point.

75. In this regard, I agree with the Inspector in a previous appeal²¹ concerning an issue with strong similarities to this case where that Inspector noted that

¹⁹ CD 12.1

²⁰ Paragraphs 6.28 and 6.31 CD 5.2A

²¹ Appeal Decision ref APP/C1570/W/21/3271310 CD 8.8

“some development is proposed within the buffer, through a mixture of road or car parking and re-grading and other landscaping works”. In considering the Standing Advice and the recommendation for a 15m buffer, that Inspector found that there was compliance with what is now para 180(c) of the NPPF. This was on the basis that “no above ground built form is proposed in that area, such as housing” and “the level of incursion is relatively minor”. I consider that the circumstances of this case are very similar.

76. That Inspector also accepted that the development that would take place would be contrary to the Standing Advice, as is the situation in the appeal before me, but went on to note that it had “been demonstrated that there would be no incursions into the root protection area”. From my assessment of this proposal, I consider that there would be no incursion into the root protection area and no harm to trees would result, as set out in the SoCG.
77. In addition, I am content from the submitted written evidence and what I heard at the Inquiry, that neither the proposed road or cycleway within the buffer or proposed housing in the vicinity, would lead to indirect effects on the ancient woodland as identified in the Standing Advice, given the proposed measures set out in the Prior’s Wood Management Plan.
78. Against this background, I consider that there would be no conflict with Policy ENV8, notwithstanding that I have found other policy conflict regarding the effect on Prior’s Wood in respect of landscape character and visual impact harm.

Whether any adverse impacts of the proposal would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF taken as a whole or whether specific NPPF policies indicate that development should be restricted

79. While I have found that the proposal would accord with LP Policies ENV8 and ENV9, and with the submission of the S106 Agreement and withdrawal of refusal reason 4 would not conflict with Policies GEN6, ENV7 and H9, I have nevertheless identified harm arising from the proposal in relation to its location outwith the defined settlement boundary of Takeley, the character and appearance of the area in terms of landscape character and visual impact, the CPZ and the effect on designated heritage assets. In this regard, the proposal conflicts with LP Policies S7, S8, ENV2 and ENV4, which are the policies that go to the principle of the proposed development, and therefore conflicts with the development plan as a whole. Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should only be granted if there are material considerations which outweigh that conflict.
80. As set out above, paragraph 219 of the NPPF states that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the Framework, but that due weight should be given to them, according to their degree of consistency with the Framework. In addition, it is common ground that the Council is unable to demonstrate a five-year supply of deliverable housing land. Given that the most up-to-date housing land supply position before the Inquiry was 3.52 years, the shortfall is significant. In the light of NPPF paragraph 11d and associated footnote 8, the absence of a five-year supply means that the policies most important for determining this appeal are deemed to be out-of-date.

81. Dealing with each of the policies in turn, Policy S7 is important to the determination of the appeal and is of direct relevance as to whether or not the appeal site would be an appropriate location for development. The parties agreed that the proposal would conflict with the locational strands of the policy, as a result of being outwith the designated settlement boundary. However, the absence of a five-year supply is a situation that has prevailed for a number of years and it is common ground that housing supply will not be addressed until a new local plan is adopted (2024 at the earliest). Although Uttlesford scored well in the 2021 Housing Delivery Test²², with a score of 129%, the latest figures published by the Council show that in the next period it fell to 99% and is likely to fall further this year again due to reduced housing delivery in the previous monitoring year 2021/22.
82. The Council accepts that settlement boundaries must be flexible and that Policy S7 must be breached in order for a sufficient supply of houses to be provided. Against this background, I conclude that the conflict with Policy S7, with reference to it defining land outside of the settlement strategy of the plan, should be accorded limited weight. In reaching this view, I have had regard to the previous appeal decisions cited by the parties that reached contrasting views on the degree of weight to be given to breaches of Policy S7 based on the specifics of each of those particular cases.
83. In respect of recognising the intrinsic character and beauty of the countryside, I consider Policy S7, in requiring the appearance of development “to protect or enhance 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”, is broadly consistent with NPPF paragraphs 130 and 174b. Consequently, having concluded that there would be significant landscape character and visual impact harm arising from the proposal without special reasons being demonstrated as to why the development in the form proposed needs to be there, I give moderate weight to this conflict with the last strand of Policy S7, given it is not fully consistent with the NPPF. In reaching this view, I have had regard to the previous appeal decisions cited by the parties that reach contrasting views on the degree of weight to be given to breaches of Policy S7 based on the specifics of each of those particular cases.
84. Turning to Policy S8 and the CPZ, I agree with the Inspector who in appeal ref. APP/C1570/W/19/3243727²³ concluded that Policy S8 is more restrictive than the balancing of harm against benefits approach of the NPPF, noting that the NPPF at paragraph 170 advises that decisions should recognise the intrinsic character and beauty of the countryside and that the ‘protection’ afforded to the CPZ in Policy S8 is not the same as the Framework’s ‘recognition’.
85. Given the policy is not fully consistent with the NPPF and there is a pressing need for deliverable housing land in the District, I consider that the conflict with LP Policy S8 should be given moderate weight. Again, I have taken account of the previous grants of planning permission within the CPZ both by the Council and at appeal. However, I have reached my conclusion on the weight to be given to the conflict with this policy based on the effect of the proposal on the site-specific circumstances of this case.

²² SoCG para 6.6 CD 5.2A

²³ CD 8.5

86. Policies ENV2 and ENV4 both concern the historic environment. In the case of the former, while ENV2 does not contain an assessment as to whether any resulting harm is substantial or less than substantial and does not go on to require a balance of harm against public benefits, I consider that as set out the policy is broadly consistent with the NPPF and reflects the requirements of S66(1) of the Act. Nevertheless, while ENV2 requires that planning permission be withheld where there are adverse effects on the setting of a listed building (in this case there would be less than substantial harm to the significance of several listed buildings), paragraph 202 of the NPPF requires that this harm is weighed against the public benefits of the proposal, and it is that balance that I move onto below.
87. In the case of the latter, while the policy itself deals with preserving archaeology in-situ, the explanatory text makes clear that the desirability of preserving an ancient monument and its setting is a material consideration in determining planning applications. Insofar as the policy seeks to preserve an ancient monument in-situ when affected by proposed development within its setting, I consider it is broadly consistent with the Framework. In this case, I have found that the proposal would result in less than substantial harm to the significance of a scheduled monument. However, as with Policy ENV2, paragraph 202 of the NPPF requires that this harm is weighed against the public benefits of the proposal, and it is that balance that I turn to below.

NPPF paragraph 202 balance

88. Public benefits in respect of NPPF paragraph 202 will provide benefits that will inure for the wider community and not just for private individuals or corporations. It was not suggested that the proposal is necessary in order to secure the optimum viable use of the designated heritage assets.
89. The appellant did claim however that the proposal would bring public benefits by creating a number of jobs during the construction phase, and through the submitted S106 Agreement by securing the provision of affordable housing, a Prior's Wood Management Plan, public open space provision, Site of Alternative Natural Greenspace provision, a healthcare contribution, a Hatfield Forest contribution, upgrading of the public byway route and pedestrian link provision, submission of a custom build phasing scheme, and the transfer of healthcare facility Land.
90. In my judgement, employment and economic activity during the construction phase would be temporary benefits and many of the S106 Agreement contributions would be necessary to mitigate the impacts of the proposal on local infrastructure, climate and ecology. In which case they attract limited weight.
91. However, the proposed development would provide a mix of private, intermediate and social housing, including bungalows, flats, family dwellings and provision for custom build housing. The dwelling size and tenure mix would provide a balance of different unit sizes which contributes favourably to the supply of dwellings across all tenures. The proposed 188no. dwellings, including 76no. affordable housing units, would help address a shortfall of market and affordable housing delivery and would provide housing in a District where there has been a persistent shortfall in the delivery of five-year housing land supply.

92. It was suggested that the presence of the village green would be a complicating factor as it would need to be de-registered in order for the proposed accesses to be formed. It was noted that the appellant may be able to offer alternative land for a village green in exchange but that the outcome of any process for de-registration was not guaranteed. In this regard, my attention was drawn to several legal judgments on the matter. It was argued that this should reduce the weight given to the provision of housing as there was a question mark over the deliverability of the total number proposed.
93. However, the number of affected dwellings is low, being those accessed from the Protected Lane and would have a very limited impact on the overall number of dwellings provided. Accordingly, I consider that the provision of market and affordable housing, the extension to the Primary School to facilitate its future expansion, the provision of the medical facility, the enhancement to Prior's Wood including 10% extension and measures to secure its longer term management, the new cycleway and pedestrian links, new homes bonus, increased residential spending, the provision of over 4.5 ha of open space and the longer term employment provision from the business park extension are significant public benefits and attract significant weight.
94. Against this, applying section 66(1) of the Act is a matter to which I give considerable importance and weight. In addition, NPPF paragraph 199 states that great weight should be given to an asset's conservation (and the more important the asset, the greater the weight should be). In this case, less than substantial harm would result from the proposal in relation to Warish Hall moated site and remains of Takeley Priory Scheduled Monument and Moat Cottage, a Grade II* listed building. Paragraph 200 of the NPPF makes clear that these are assets of the highest significance.
95. Furthermore, less than substantial harm would occur to the significance of Hollow Elm Cottage, Goar Lodge, Beech Cottage, The Croft, White House, The Cottage, The Gages, Pump at Pippins and Cheerups Cottage, all Grade II listed buildings. As pointed out above, the parties, in line with the guidance in the Planning Practice Guidance²⁴ assessed the harm on a spectrum within less than substantial. I have given my assessment above and in certain instances came to different conclusions to both parties where they found no effect on significance (Pump at Pippins) and found a higher level of less than substantial harm to the appellant (Goar Lodge, Beech Cottage and Warish Hall moated site and remains of Takeley Priory Scheduled Monument).
96. Nevertheless, even where I to agree with the appellant and place the less than substantial harm in the case of Goar Lodge, Beech Cottage and Warish Hall moated site and remains of Takeley Priory Scheduled Monument lower down the spectrum, that would still simply serve to differentiate between "substantial" and "less than substantial" harm for the purposes of undertaking the weighted balancing exercise under the NPPF. Considerable importance and great weight would still be given to the desirability of preserving the settings of listed buildings, where those settings would be affected by proposed development and to each asset's conservation, respectively. In which case, despite finding the harm in all instances to be less than substantial, the presumption against granting planning permission remains strong. It can be outweighed by material considerations if powerful enough to do so.

²⁴ CD 7.4

97. In this case, taking account of the extent of the shortfall in the five-year housing land supply, how long the deficit is likely to persist, what steps the local planning authority is taking to reduce it, and how much of it the proposed development would meet, and giving significant weight in terms of the extent of that shortfall and how much of it would be met by the proposed development, in addition to significant weight to the public benefits identified above, I do not consider these considerations collectively to be sufficiently powerful to outweigh the considerable importance and great weight I give to paying special regard to the desirability of preserving the settings of the listed buildings and the conservation of all of the identified designated heritage assets.
98. Having applied the balance under NPPF paragraph 202 in respect of all of the affected designated heritage assets, I have found that the public benefits would not outweigh the less than substantial harm arising. This means that under NPPF paragraph 11, d), i, footnote 7, paragraph 202 is a specific policy in the Framework that indicates that development should be restricted. Therefore, whether or not a five-year housing land supply can be demonstrated is not determinative in this appeal, and the presumption in favour of sustainable development is not available to the proposal in hand.

Other matters

99. In reaching my decision I have paid special regard to the legal judgments²⁵ that were drawn to my attention.
100. The appellant drew my attention to several appeal decisions²⁶ where housing developments were permitted elsewhere in the District and further afield, which it is claimed considered similar matters to this appeal. Be that as it may, I am not aware of the detailed considerations of those Inspectors on these issues, and in any event, I do not consider them to be directly comparable to the site-specific circumstances of this proposal, as set out above.
101. I have also given careful consideration to the Officer recommendation to approve the proposal, as set out in the Report²⁷, when it came before the Council's Planning Committee. However, I consider the proposal would be harmful for the reasons given under the main issues above.
102. It is common ground between the parties that the proposal would not harmfully change the living conditions of the occupiers of nearby dwellings, or of future occupiers of the development, in respect of overlooking, overshadowing, noise, air quality and overheating. In addition, I note that in terms of highway safety, ecology, biodiversity, drainage and flood risk, the Council as advised on these matters by Essex County Council Place Services, County Highways Officer, Highways England, National Highways, Thames Water, Essex County Council Ecology and Green Infrastructure, and Natural England raised no objections, subject to suitably worded conditions being attached to any grant of planning permission. From my assessment, I have no reason to disagree although I consider these matters do not add further, or mitigate, harm rather than being in favour of the proposal.

²⁵ CDs 9.1 – 9.9 and IDs 20, 25, 27, 32, 33 and 34

²⁶ CD 8.1 – 8.14

²⁷ CD 4.2

103. Moreover, while these matters would accord with saved LP Policies GEN1 Access, GEN2 Design, GEN3 Flood Protection, GEN4 Good Neighbourliness, GEN7 Nature Conservation; GEN8 Vehicle Parking Standards; E3 Access to workplaces; ENV1 Conservation Areas; ENV3 Open Spaces and Trees; ENV5 Protection of Agricultural Land; ENV10 Noise Sensitive Development, ENV13 Exposure to Poor Air Quality, ENV14 Contaminated Land, Policy ENV15 Renewable Energy and H10 Housing Mix, these policies do not go to the fundamental principle of the proposal, being concerned in the main with detailed design matters. They do not alter my conclusion on the Development Plan as a whole, as set out in paragraph 78 above.

Planning balance and conclusion

104. While the proposal would not be harmful in terms of the effect on Warish Hall and the associated Moat Bridge Grade I listed building, the Protected Lane, the trees within Prior's Wood and those matters set out above under other matters, and would bring public benefits including those secured by means of the submitted S106 Agreement, I have identified that the proposal would be harmful to the character and appearance of the area in terms of its adverse effect on landscape character and visual impact, would reduce the open character of the CPZ and would cause less than substantial harm to 11 no. designated heritage assets that would not be outweighed by the public benefits. Accordingly, the proposal would conflict with saved LP Policies S7, S8, ENV2 and ENV4, and NPPF paragraphs 130, 174b and 202.

105. Therefore, there are no considerations before me of sufficient weight to outweigh the totality of the harm arising nor the conflict with the development plan as a whole, giving great weight to the heritage assets' conservation.

106. For the reasons set out above, I conclude that the appeal should be dismissed.

Richard McCoy

Inspector

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY:

Paul Brown QC instructed by the Council Solicitor

He called	
Jacqueline Bakker MSc CMLI	Chartered Landscape Architect and a Senior Landscape Architect at GUARDA
Tim Murphy IHBC MCIfA	Historic Environment Manager at Place Services, Essex County Council
Tim Dawes BA (Hons), MRTPI	Planning Director, Planit

FOR TAKELEY PARISH COUNCIL:

Matthew Dale-Harris of Counsel instructed by Takeley Parish Council

He called	
Bobby Browne, CMLI MALA	Associate at Wynne Williams Associates (Landscape and Character Impacts)
Paul Harris, BSc(Hons) MASP MRTPI	Planning Director at Cerda Planning

FOR THE APPELLANT:

James Maurici QC instructed by Mr Poole, Weston Homes PLC

He called	
Colin Pullan BA(Hons) DipUP	Head of Urban Design & Masterplanning, Lambert Smith Hampton
Charles Crawford MA(Cantab) DipLA CMLI	Director, LDA Design
Jennifer Cooke BA(Hons) PgDL MA IHBC	Director - Heritage, RPS
Peter Hadfield BSc(Hons) MSc MCIEEM	Director, Ecology Solutions
Richard Hyett MSc, BSc (Hons) MICFor MArborA	Director, Barton Hyett Associates
David Poole, BA(Hons) MA MRTPI	Senior Planning Manager, Weston Homes Plc

INTERESTED PERSONS:

Richard Haynes BSc	CPRE Essex
Geoff Bagnall	Ward Councillor
Martin Peachy	Local Resident
Dr. Fiona Perrott-Humphrey	Local Resident
Patricia Barber	Parish Councillor
Mike Marriage	STOP The Warish Hall Development Group
Jackie Cheetham	Parish Councillor
Lorraine Flawn	Local Resident
Jim Backus	Parish Councillor

INQUIRY DOCUMENTS

- 1 LPA Letter of Notification
- 2 Appellant Opening Statement
- 3 LPA Opening Statement
- 4 Rule 6 Party Opening Statement
- 5 Mr Hughes (CPRE) Evidence
- 6 Mr Martin Peachey Evidence
- 7 Dr F.Perrot. Humphry Evidence
- 8 Mr Backus Evidence
- 9 Ms P. Barber Evidence
- 10 Ms Jackie Cheetham Evidence
- 11 Mr G. Bagnall Evidence
- 12 Ms L. Flawn Evidence
- 13 Mr M. Marriage Evidence
- 14 Local Plan News – Timetable Amended
- 15 Defra Guidance – Common Land and town or village greens
- 16 Village Green – VG117
- 17 Application Ref. UTT/19/0604/OP – Decision, Officers Report and Site Plan
- 18 Woodland Trust Comments – 06th May 2022
- 19 Urban Design Presentation [Mr C Pullan]
- 20 Corbett v The Cornwall Council [2021] EWHC 1114 (Admin)
- 21 Letter from Nick Long (SES) to Mr David Poole – 27th June 2022
- 22 Draft Conditions
- 23 Draft S106 Agreement
- 24 CIL compliance schedule
- 25 Milne v Rochdale Metropolitan Borough Council [2001] Env. L.R. 22
- 26 Village Green Authorities
- 27 City & Country Bramshill Limited v SSHCLG [2019] EWHC 3437 (Admin)
- 28 Cost Application on behalf of the Appellant
- 29 Site Visit Map
- 30 Site Visit Itinerary
- 31 Uttlesford Draft LDS 2022
- 32 R. (on the application of Martin) v Folkstone and Hythe DC [2020] EWHC 1614 (Admin)
- 33 Hopkins Homes Ltd v SSCLG [2017] UKSC 37
- 34 R. (on the application of Ewans) v Mid Suffolk DC [2021] EWHC 511 (Admin)
- 35 Council Costs Response
- 36 Appellant Costs Reply
- 37 Closing Submissions on behalf of UDC
- 38 Closing Submissions on behalf of Takeley Parish Council
- 39 Closing Submissions on behalf of the Appellant
- 40 Signed and dated S106 Agreement

CORE DOCUMENTS

Plans & Documents	
CD 1.1	Dwg. No. WH202_05_P_10 - Site Location Plan
CD 1.2	Dwg. No. WH202_05_P_20 - Site Ownership Plan
CD 1.3	Dwg. No. WH202_05_P_500 Rev A - Countryside Protection Zone Site Plan
CD 1.4	Dwg. No. WH202_10_P_10 Rev B - Master Plan - Character Areas
CD 1.5	Dwg. No. WH202_10_P_20 Rev B - Master Plan - General Arrangement
CD 1.6	Dwg. No. WH202_10_P_21 Rev B - Master Plan - Coloured
CD 1.7	Dwg. No. WH202_10_P_30 Rev B - Master Plan - Strategy_Refuse
CD 1.8	Dwg. No. WH202_10_P_31 Rev B - Master Plan - Strategy_Fire/ Emergency
CD 1.9	Dwg. No. WH202_10_P_32 Rev B - Master Plan - Strategy_Hard Landscaping
CD 1.10	Dwg. No. WH202_10_P_33 Rev C - Master Plan - Strategy_Affordable Housing
CD 1.11	Dwg. No. WH202_10_P_34 Rev C - Master Plan - Strategy_Boundary Treatment
CD 1.12	Dwg. No. WH202_10_P_35 Rev C - Master Plan - Strategy_Parking
CD 1.13	Dwg. No. WH202_10_P_36 Rev B - Master Plan - Strategy_Street Lighting
CD 1.14	Dwg. No. WH202_10_P_37 Rev A – Master Plan – Strategy_Cycle
CD 1.15	Dwg. No. WH202_10_P_38 Rev A – Master Plan – Strategy_Traffic Calming
CD 1.16	Dwg. No. WH202_10_P_40 - Existing Site Plan
CD 1.17	Dwg. No. WH202_10_P_50 Rev B - Proposed Site Plan - Sheet 01 of 04 [Commercial Area]
CD 1.18	Dwg. No. WH202_10_P_51 Rev B - Proposed Site Plan - Sheet 02 of 04 [Woodland Neighbourhood]
CD 1.19	Dwg. No. WH202_10_P_52 Rev B - Proposed Site Plan - Sheet 03 of 04 [Woodland Neighbourhood and Rural Lane]
CD 1.20	Dwg. No. WH202_10_P_53 Rev B - Proposed Site Plan - Sheet 04 of 04 [Rural Lane and Garden Village]
CD 1.21	Dwg. No. WH202_30_P_C.10 - Commercial Area Street Scene

CD 1.22	Dwg. No. WH202_30_P_WN.10 - Woodland Neighbourhood Street Scenes A
CD 1.23	Dwg. No. WH202_30_P_WN.11 - Woodland Neighbourhood Street Scenes B
CD 1.24	Dwg. No. WH202_30_P_WN.12 - Woodland Neighbourhood Street Scenes C
CD 1.25	Dwg. No. WH202_30_P_WN.13 - Woodland Neighbourhood Street Scenes D & E
CD 1.26	Dwg. No. WH202_30_P_RL.10 Rev A - Rural Lane Street Scenes A
CD 1.27	Dwg. No. WH202_30_P_RL.11 Rev A - Rural Lane Street Scenes B
CD 1.28	Dwg. No. WH202_30_P_RL.12 Rev A - Rural Lane Street Scenes C
CD 1.29	Dwg. No. WH202_30_P_GV.10 - Garden Village Street Scenes A & B
CD 1.30	Dwg. No. WH202_30_P_GV.11 - Garden Village Street Scenes C & D
CD 1.31	Dwg. No. WH202_55_P_C.10 - Commercial Units Plans
CD 1.32	Dwg. No. WH202_55_P_C.11 - Commercial Units Elevations
CD 1.33	Dwg. No. WH202_55_P_C.20 - Medical Centre Plans & Elevations
CD 1.34	Dwg. No. WH202_55_P_WN.10 – House Type 1A - Plans & Elevations [WN]
CD 1.35	Dwg. No. WH202_55_P_WN.11 – House Type 2B - Plans & Elevations [WN]
CD 1.36	Dwg. No. WH202_55_P_WN12 – House Type 3A - Plans & Elevations [WN]
CD 1.37	Dwg. No. WH202_55_P_WN.13 – House Types 3B V1 - Plans & Elevations [WN]
CD 1.38	Dwg. No. WH202_55_P_WN.14 – House Type 3B V2 - Plans & Elevations [WN]
CD 1.39	Dwg. No. WH202_55_P_WN.15 – House Type 3C V1 - Plans & Elevations [WN]
CD 1.40	Dwg. No. WH202_55_P_WN.16 – Proposed Plans and Elevations - House Type_3C_V2
CD 1.41	Dwg. No. WH202_55_P_WN.17 – House Type 4A - Plans & Elevations [WN]
CD 1.42	Dwg. No. WH202_55_P_WN.18 – House Type 4B-V1 - Plans & Elevations [WN]
CD 1.43	Dwg. No. WH202_55_P_WN.19 – House Type 4B-V2 - Plans & Elevations [WN]

CD 1.44	Dwg. No. WH202_55_P_WN.20 – House Type 4C - Plans & Elevations [WN]
CD 1.45	Dwg. No. WH202_55_P_WN.21 – House Type 5C - Plans & Elevations [WN]
CD 1.46	Dwg. No. WH202_55_P_WN.50 - Flat Block A - Plans & Elevations [WN]
CD 1.47	Dwg. No. WH202_55_P_WN.51 Rev B - Flat Block B - Plans & Elevations [WN]
CD 1.48	Dwg. No. WH202_55_P_WN.52 Rev A – House Type FOG - Plans & Elevations [WN]
CD 1.49	Dwg. No. WH202_55_P_RL.10 Rev A – House Type 4D* - Plans and Elevations [RL]
CD 1.50	Dwg. No. WH202_55_P_RL.11 Rev A – House Type 5A V1 - Plans and Elevations [RL]
CD 1.51	Dwg. No. WH202_55_P_RL.12 Rev A – House Type 5A V2 - Plans and Elevations [RL]
CD 1.52	Dwg. No. WH202_55_P_RL.13 Rev A – House Type 5B* - Plans and Elevations [RL]
CD 1.53	Dwg. No. WH202_55_P_RL.14 Rev A – House Type 5C* - Plans and Elevations [RL]
CD 1.54	Dwg. No. WH202_55_P_GV.10 Rev A – House Type A1 - Plans and Elevations [GV]
CD 1.55	Dwg. No. WH202_55_P_GV.11 – House Type 2B - Plans and Elevations [GV]
CD 1.56	Dwg. No. WH202_55_P_GV.12 – House Type 2C - Plans and Elevations [GV]
CD 1.57	Dwg. No. WH202_55_P_GV.13 – House Type 3B - Plans and Elevations [GV]
CD 1.58	Dwg. No. WH202_55_P_GV.14 – House Type 3C - Plans and Elevations [GV]
CD 1.59	Dwg. No. WH202_55_P_GV.15 – House Types 4C - Plans and Elevations [GV]
CD 1.60	Dwg. No. WH202_55_P_GV.16 – House Type 4D - Plans and Elevations [GV]
CD 1.61	Dwg. No. WH202_55_P_GV.17 – House Type 5A* - Plans and Elevations [GV]
CD 1.62	Dwg. No. WH202_55_P_10 Rev A - Typical Garages - Plans & Elevations
CD 1.63	Dwg. No. WH202_90_P_10 - Recreational Area/ Commercial Area

CD 1.64	Dwg. No. WH202_90_P_11 - Village Park/ Woodland Neighbourhood
CD 1.65	Dwg. No. WH202_90_P_12 - The Green/ Garden Village
CD 1.66	Dwg. No. WH202_90_P_13 - Village Park Aerial
CD 1.67	Updated Application forms - 06.10.21
CD 1.68	Design and Access Statement - June 2021
CD 1.69	Design and Access Statement Addendum - October 2021
CD 1.70	Planning Statement - June 2021
CD 1.71	Planning Statement Addendum - October 2021
CD 1.72	Affordable Housing Statement - Version 2.0 - October 2021
CD 1.73	Statement of Community Involvement - Version 2.0 - October 2021
CD 1.74	Sustainability Statement - Version 2.0 - September 2021
CD 1.75	Air Quality Assessment - May 2021
CD 1.76	Ecological Assessment - October 2021
CD 1.77	Bird Hazard Management Plan - June 2021
CD 1.78	Woodland Management Plan - October 2021
CD 1.79	Arboricultural Impact Assessment - June 2021
CD 1.80	Arboricultural Response to Comments – 28 th September 2021
CD 1.81	Arboricultural Technical Note - Airspading Investigation - October 2021
CD 1.82A	Phase 1 - Desk Study and Preliminary Risk Assessments – 7 Acres – 29 January 2021
CD 1.82B	Phase 1 - Desk Study and Preliminary Risk Assessments – Bulls Field – 3 February 2021
CD 1.82C	Phase 1 - Desk Study and Preliminary Risk Assessments – Jacks – 28 January 2021
CD 1.83	Flood Risk Assessment & SuDS Report - September 2021
CD 1.84	Response to ECC SuDS Comments: Warish Hall Farm, Smiths Green, Takeley - 20th September 2021
CD 1.85	Built Heritage Assessment - June 2021
CD 1.86	Letter - RPS (Ref: JAC27188 Warish Hall Farm) Response to Historic England. Dated: 04.10.21
CD 1.87	Letter - RPS (Ref: JCH01209 Warish Hall Farm) Response to Place Services. Dated: 06.10.21

CD 1.88	Environmental Noise impact Assessment – 14 th May 2021
CD 1.89	Letter from SES (SP) to Weston Homes (MP) - Ref: Land at Warish Hall Farm, Smith Green, Takeley, (UTT/21/1987/FUL) - 5th October 2021
CD 1.90	Transport Assessment - June 2021
CD 1.91	Transport Assessment Addendum - October 2021
CD 1.92	Residential Travel Plan - October 2021
CD 1.93	Industrial Travel Plan - October 2021
CD 1.94	Energy Statement - October 2021
CD 1.95	Landscape and Visual Impact Assessment - June 2021
CD 1.96	Letter from Allen Pyke (CR) to Weston Homes (MP) Re: Land at Warish Hall Farm, Smiths Green, Takeley (UTT/21/1987/FUL) Dated: 05th October 2021
CD 1.97	Landscape Strategy - June 2021
CD 1.98	Addendum to Landscape Strategy – September 2021
CD 1.99	Archaeology Desk Based Study Assessment - April 2021
CD 1.100	Letter from Coke Gearing (RC) to Weston Hones (SH) – Site to the rear of Parsonage Road, Takeley – 4 th November 2020
CD 1.101	Health Impact Assessment - June 2021
CD 1.102	Land at Warish Hall Farm – Education Note - June 2021
CD 1.103	Housing Typologies Document – October 2021
CD 1.104	Biodiversity Net Gain Report – October 2021
CD 1.105	Bat Survey Report – November 2021
CD 1.106	Ecology Solutions Briefing Note - Place Services Comments - 01.11.21
Superseded plans and documents	
CD 2.1	Dwg. No. WH202_10_P_10 - Master Plan - Character Area
CD 2.2	Dwg. No. WH202_10_P_20 - Master Plan - General Arrangement
CD 2.3	Dwg. No. WH202_10_P_21 - Master Plan - Coloured
Key Consultee Responses	
CD 3.1	Historic England Response – 09.07.2021
CD 3.2	Place Services Heritage Response – 04.08.2021
CD 3.3	Historic England Response – 18.10.2021

CD 3.4	Place Service Ecological Advice – 08.07.2021
CD 3.5	Place Service Ecological Advice – 01.11.2021
CD 3.6	Place Service Ecological Advice – 16.11.2021
CD 3.7	Place Service Ecological Advice – 25.11.2021
CD 3.8	Place Service Archaeological Advice – 02.08.2021
CD 3.9	Place Service Archaeological Advice – 25.10.2021
CD 3.10	Place Service Archaeological Advice – 08.11.2021
CD 3.11	Place Service Historic Building and Conservation Advice – 20.10.2021
CD 3.12	Place Service Historic Building and Conservation Advice – 04.08.2021
CD 3.13	Natural England – 29.07.2021
CD 3.14	Natural England – 27.10.2021
CD 3.15	National Trust – 29.07.2021
CD 3.16	Woodland Trust – 26.07.2021
CD 3.17	Woods under threat – 20.10.2021
CD 3.18	ECC Green Infrastructure – 08.07.2021
CD 3.19	ECC Green Infrastructure – 11.10.2021
CD 3.20	ECC Highways – 29.11.2021
CD 3.21	Highways England – 06.07.2021
CD 3.22	Highways England – 29.07.2021
CD 3.23	National Highways – 22.10.2021
CD 3.24	Landscape Officer – 30.09.2021
CD 3.25	Takeley Parish Council – 19.07.2021
CD 3.26	Urban Design Officer Comments – 16.07.2021
CD 3.27	Urban Design Officer Comments – 19.10.2021
CD 3.28	ECC Infrastructure Planning [Education] Comments - 17.08.2021
Determination Documents	
CD 4.1	Decision Notice – Dated: 20.12.2021 (Ref. No. UTT/21/1987/FUL)
CD 4.2	Officer Report – Dated: 29.11.2021 (Ref. No. UTT/21/1987/FUL)
CD 4.3	Planning Committee Report – 15.12.2021
CD 4.4	Uttlesford District Council Planning Committee Supplementary List of

	Representation – 15.12.2021
CD 4.5	Uttlesford Planning Committee transcript minutes – 15.12.2021
CD 4.6	Uttlesford Planning Committee – 15.12.21 – Printed Minutes
CD 4.7	Application for Land East of Parsonage Road - Committee Report – UTT/21/1488/OP – 17.04.22
CD 4.8	Application for Land West of Garnetts - Committee Report – UTT/21/3311/OP
CD 4.9	Application for Land East of Parsonage Road - Committee Report – UTT/21/1488/OP - Updated - 11.05.22
CD 4.10	Designation under Section 62A of the Town and Country Planning Act 1990
Appeal Documents	
CD 5.1	Appellant’s Statement of Case and appendices (January 2022)
CD 5.2	Appellant’s Statement of Common Ground Version 1.0 (January 2022)
CD 5.2A	Final agreed Statement of Common Ground between Council and Appellant
CD 5.2B	Rule 6 Party response to final agreed Statement of Common Ground
CD 5.3	Heritage Statement of Common Ground – RPS (Draft 2022)
CD 5.3A	Final agreed Heritage Statement of Common Ground between Council and Appellant
CD 5.4	Final Statement of Common Ground on character and appearance between the Council and the Appellant (awaited)
CD 5.5	Uttlesford District Council Statement of Case and appendices (March 2022)
CD 5.6	Rule 6 Party Statement of Case – Cerda (March 2022)
CD 5.7	Draft s. 106 obligation
CD 5.8	Final Agreed Statement of Common Ground on Infrastructure
Development Plan Policies	
CD 6.1	Extract of Uttlesford Local Plan Policy S8 – The Countryside Protection Zone
CD 6.2	Extract of Uttlesford Local Plan Policy S7 – The Countryside
CD 6.3	Extract of Uttlesford Local Plan Policy GEN1 – Access
CD 6.4	Extract of Uttlesford Local Plan Policy GEN2 – Design
CD 6.5	Extract of Uttlesford Local Plan Policy GEN3 – Flood Protection

CD 6.6	Extract of Uttlesford Local Plan Policy GEN4 – Good Neighbourliness
CD 6.7	Extract of Uttlesford Local Plan Policy GEN6 – Infrastructure Provision to Support Development
CD 6.8	Extract of Uttlesford Local Plan Policy GEN7 Nature Conservation
CD 6.9	Extract of Uttlesford Local Plan Policy ENV1 – Conservation Areas
CD 6.10	Extract of Uttlesford Local Plan Policy ENV2 - Listed Buildings
CD 6.11	Extract of Uttlesford Local Plan Policy ENV3 – Open Spaces and Trees
CD 6.12	Extract of Uttlesford Local Plan Policy ENV4 – Ancient Monuments and Sites of Archaeological Importance
CD 6.13	Extract of Uttlesford Local Plan Policy ENV5 – Protection of Agricultural Land
CD 6.14	Extract of Uttlesford Local Plan Policy ENV9 -Historic Landscape
CD 6.15	Extract of Uttlesford Local Plan Policy ENV7 - The protection of the natural environment designated sites
CD 6.16	Extract of Uttlesford Local Plan Policy ENV8 - Other landscape elements of importance for nature
CD 6.17	Extract of Uttlesford Local Plan Policy ENV10 – Noise Sensitive Development and Disturbance from Aircraft
CD 6.18	Extract of Uttlesford Local Plan Policy ENV13 – Exposure to Poor Air Quality
CD 6.19	Extract of Uttlesford Local Plan Policy ENV14 – Contaminated Land
CD 6.20	Extract of Uttlesford Local Plan Policy ENV15 – Renewable Energy
CD 6.21	Extract of Uttlesford Local Plan Policy H9 – Affordable Housing
CD 6.22	Extract of Uttlesford Local Plan Policy H10 - Housing Mix
CD 6.23	Extract of Uttlesford Local Plan Policy GEN8 - Vehicle Parking Standards
CD 6.24	Extract of Uttlesford Local Plan Policy E3 – Access to workplaces
National Policy	
CD 7.1	The National Planning Policy Framework - 2021
CD 7.2	Planning Practice Guidance – Appeals
CD 7.3	Planning Practice Guidance – Determining a planning application
CD 7.4	Planning Practice Guidance – Historic Environment
CD 7.5	Planning Practice Guidance – Housing and economic land availability assessment

CD 7.6	Planning Practice Guidance – Housing and economic needs assessment
CD 7.7	Planning Practice Guidance – Housing supply and delivery
CD 7.8	Planning Practice Guidance – Natural environment
CD 7.9	Planning Practice Guidance – Open space, sports and recreation facilities, public rights of way and local green space
CD 7.10	Planning Practice Guidance – Design: process and tools
Appeal Decisions	
CD 8.1	Appeal Decision - Land west of Parsonage Road, Takeley (119 dwellings) – 3234530 & 3234532
CD 8.2	Appeal Decision - Land off Isabel Drive and Land off Stansted Road, Elsenham (up to 99 dwellings) 3256109
CD 8.3	Appeal Decision - Land east of Elsenham, to the north of the B1051, Henham Road (up to 350 dwellings) -3243744
CD 8.4	Appeal Decision - Land south of Rush Lane, Elsenham (up to 40 dwellings) - 3242550
CD 8.5	Appeal Decision - South of the Street, Takeley (8 dwellings) - 3243727
CD 8.6	Appeal Decision - Gt Canfield Road, Takeley (135 dwellings) – 3213251
CD 8.7	Appeal Decision - Land to the south of Smith's Green, Dunmow Road, Takeley, Essex (37 dwellings) - 3235402
CD 8.8	Appeal Decision - Land west of Pennington Lane, Stansted Mountfichet (up to 168 dwellings) - 3271310
CD 8.9	Appeal Decision - Land west of Bonningtons Farm, Station Rd, Takeley (34 dwellings) - 3262826
CD 8.10	Appeal Decision - Land north of Canfield Drive, Takeley (up to 80 dwellings) - 3257122
CD 8.11	Appeal Decision - Land north of Bedwell Road, Elsenham (up to 220 dwellings) - 3274573
CD 8.12	Appeal Decision - Land at Moorthorpe Way, Sheffield - 2 March 2021 - 3258555
CD 8.13	Appeal Decision - Stansted Airport [incl Costs] - 26 May 2021 - 3256619
CD 8.14	Appeal Decision - Land to the South of Braintree Road, Felsted - 11 July 2017 - 3156864
Court Decisions	
CD 9.1	Court Decision - R (Filed Forge) v Sevenoaks [2015] JPL 22
CD 9.2	Court Decision - Bramshill v SSCHLG [2021] 1 WLR 5761

CD 9.3	Court Decision - Catesby v Steer [2019] 1 P&CR 5
CD 9.4	Court Decision - Williams v Powys [2018] 1 WLR 439
CD 9.5	Court Decision - Monkhill Limited V Sectary Of State For Housing, Communities And Local Government [2021] PTSR 1432
CD 9.6	Court Decision - Jones v Mordue [2016] 1 WLR 2682
CD 9.7	Court Decision - Palmer v Herefordshire Council & Anor [2017] 1 WLR 41
CD 9.8	Court Decision - Bedford BC v Secretary of State for Communities and Local Government
CD 9.9	Court Decision - LHPGT v Minister for Housing
Heritage Documents	
CD 10.1	Historic England GPA3 The Setting of Heritage Assets (December 2017)
CD 10.2	Historic England GPA2 Managing Significance in Decision-Taking in the Historic Environment (March 2015)
CD 10.3	Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets
NHLE List Entries:	
CD 10.4	Warish Hall and Moat Bridge (Grade 1, NHLE: 169063)
CD 10.5	Warish Hall moated site and remains of Takeley Priory Scheduled Monument (SM) (Historic England Designation No. 1007834)
CD 10.6	Moat Cottage (Grade II*, NHLE: 1112211)
CD 10.7	Hollow Elm Cottage (Grade II, NHLE: 1112220)
CD 10.8	Goar Lodge (Grade II, NHLE: 1168972)
CD 10.9	Cheerups Cottage (Grade II, NHLE: 1112207)
CD 10.10	Beech Cottage (Grade II, NHLE: 1112212)
CD 10.11	The Croft (Grade II, NHLE: 1168964)
CD 10.12	White House (Grade II, NHLE: 1322592)
CD 10.13	The Cottage (Grade II, NHLE: 1306743)
CD 10.14	The Gages (Grade II, NHLE: 1168954)
CD 10.15	Pump at Pippins (Grade II, NHLE: 1112210)
CD 10.16	Uttlesford Protected Lanes Assessment (ECC) March 2012
CD10.17	Reassessment of Warish Hall Protected Lane (166)

Design Documents	
CD 11.1	National Design Guide
CD 11.2	Guidelines for Landscape and Visual Impact Assessment (GLVIA3) (April 2013) (This is a book, usually parties have a copy, NOT INCLUDED IN ELECTRONIC CDs)
CD 11.3	Essex Landscape Character Assessment (2003) Extract Central Essex Farmlands (B1)
CD 11.4	Landscape Character of Uttlesford District Broxted Farmland Plateau (B10)
CD 11.5	Natural England's National Character Area profile 86 South Suffolk and North Essex Clayland
CD 11.6	Uttlesford Countryside Protection Zone Study - LUC
CD 11.7	Landscape Institute Technical Guidance Note 02/21 - Assessing landscape value outside national designations
CD 11.8	East of England Landscape Typology 'Wooded Plateau Farmlands' (Landscape East 2010)
CD 11.9	Landscape Institute Technical Guidance Note – Visual Representation of Development Proposals (17 September 2019)
CD 11.10	Email from JB (Guarda Landscape) to CC (LDA) - Request for visualisations - 13.04.2022
Ancient Woodland Documents	
CD 12.1	Ancient woodland, ancient trees and veteran trees: advice for making planning decisions 14 January 2022
Proofs of Evidence	
CD 13.1A	Appellant Proof of Evidence on Planning Matters [Mr David Poole] - 24.05.2022
CD 13.1B	Appellant Proof of Evidence on Planning Matters - Appendices [Mr David Poole] - 24.05.2022
CD 13.1C	Appellant Rebuttal Proof on Planning Matters [Mr David Poole] – June 2022
CD 13.2	Appellant Proof of Evidence on Heritage Matters - Appendices [Ms Jennifer Cooke] - 24.05.2022
CD 13.2A	Appellant Rebuttal Proof of Heritage Matters [Mr Jennifer Cooke] – June 2022
CD 13.3A	Appellant Proof of Evidence on Landscape Matters – Volume 1: Text & Appendices [Mr Charles Crawford] – 31.05.2022
CD 13.3B	Appellant Proof of Evidence on Landscape Matters – Volume 2: Figures [Mr Charles Crawford] – 31.05.2022.
CD 13.4	Appellant Proof of Evidence on Arboricultural Matters - Appendices [Mr

	Richard Hyett] - 24.05.2022
CD 13.4A	Appellant Rebuttal Proof on Arboricultural Matters [Mr Richard Hyett] – 10.06.2022]
CD 13.5A	Appellant Proof of Evidence on Ecological Matters - Appendices [Mr Peter Hadfield] - 24.05.2022
CD 13.5B	Appellant Proof of Evidence on Ecological Matters - Appendices [Mr Peter Hadfield] - 24.05.2022
CD 13.5C	Appellant Rebuttal Proof on Ecological Matters [Mr Peter Hadfield] – June 2022
CD 13.6	Appellant Proof of Evidence on Urban Design Matters - Appendices [Mr Colin Pullan] - 24.05.2022
CD 13.7	Local Planning Authority Proof of Evidence on Planning Matters [Mr Tim Dawes] – 24.05.22
CD 13.8A	Local Planning Authority Proof of Evidence on Heritage Matters [Mr Tim Murphy] – 24.05.22
CD 13.8B	Local Planning Authority Proof of Evidence on Heritage Matters - Appendices [Mr Tim Murphy] – 24.05.22
CD 13.9A	Local Planning Authority Proof of Evidence on Landscape Matters [Ms Jaqueline Bakker] – 31.05.22
CD 13.9B	Local Planning Authority Proof of Evidence on Landscape Matters _appendix 1 [Ms Jaqueline Bakker] – 31.05.22
CD 13.9C	Local Planning Authority Proof of Evidence on Landscape Matters – Appendix 2-4 [Ms Jaqueline Bakker] – 31.05.22
CD 13.10	Rule 6 Party Proof of Evidence on Planning Matters [Mr Paul Harris] – 24.05.22
CD 13.11A	Rule 6 Party Proof of Evidence on Landscape Matters [Mr Robert Browne] – 31.05.22
CD 13.11B	Rule 6 Party Proof of Evidence on Landscape Matters – Summary of Proof [Mr Robert Browne] – 31.05.22
CD 13.11C	Rule 6 Party Proof of Evidence on Landscape Matters - Appendices [Mr Robert Browne] – 31.05.22

Appendix E: Summary of consultee comments on Application Ref. No. UTT/22/3126/FUL

WH202 - JACKS - Ref. UTT/22/3126/FUL
Consultation Comments Tracker

Consultee	Date R'cd	Summary	Comments	Response	Date Sent
Consultee Comments					
NATS Safeguarding	06.12.22	No objection			
UDC Housing	06.12.22	Objection	<ul style="list-style-type: none"> - Tenure split needs to be 70/30 (11 rented and 5 Shared) - To comply with the SHMA, the following mix is requested: <u>Rented: 11 in total</u> <ul style="list-style-type: none"> - 2 x 1 beds - 4 x 2 beds - 4 x 3 beds - 1 x 4 beds <u>Shared Ownership:5 in total</u> <ul style="list-style-type: none"> - 2 x 2 beds - 3 x 3 beds 		
UDC Minerals & Waste	06.12.22	No objection			
Essex Place Services - Archaeology	08.12.22	No objection	<p>Recommends the following conditions:</p> <ol style="list-style-type: none"> 1. No development or preliminary groundworks of any kind shall take place until a programme of archaeological trial trenching has been secured in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority. 		

WH202 - JACKS - Ref. UTT/22/3126/FUL
Consultation Comments Tracker

			<p>2. No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological evaluation identified in the WSI defined in Part 1 and confirmed by the Local Authority archaeological advisors.</p> <p>3. A mitigation strategy detailing the excavation / preservation strategy shall be submitted to the local planning authority following the completion of the archaeological evaluation.</p> <p>4. No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been approved in writing by the local planning authority.</p> <p>5. The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.</p>		
Essex Designing Out Crime Officer	08.12.22	No objection	<ul style="list-style-type: none"> - Concerns raised over the use of low level bollard lighting - Finer detail required for further comments - Welcomes further consultation if Secured by Design is sought 		

WH202 - JACKS - Ref. UTT/22/3126/FUL
Consultation Comments Tracker

Thames Water	19.12.22	No objection	<p>Conditions recommended: <i>"No development shall be occupied until confirmation has been provided that either:- 1. Foul water Capacity exists off site to serve the development, or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All Foul water network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development."</i></p> <ul style="list-style-type: none"> - Expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. - We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. <p>Following informative to be added: <i>"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991..."</i></p>		
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WH202 - JACKS - Ref. UTT/22/3126/FUL
Consultation Comments Tracker

MAG Safeguarding	20.12.22	No objection	- Recommends conditions		
Takeley Parish Council	20.12.22	Objection	<ul style="list-style-type: none"> - Additional time allowed following meeting in early January - Conflict with S7 and S8 cannot be avoided - Significant impact on Hollwo Elm and the protected lane. 		
Affinity Water	21.12.22	No objection	- No objection - no comments made		
ECC SuDS	22.12.22	Holding objection	<ul style="list-style-type: none"> - The drainage plan provided (Appendix J) does not coincide with the SuDS features outlined in Table 5.1. Please provide a drainage plan which aligns with the drainage strategy, as well as the treatment indices. - Please provide a detailed drainage layout which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features. The drainage plan should include the previously mentioned SuDS features such as underground storage crates and soakaways, as well as any pipework and cover levels. The key should be updated accordingly. The drainage plan should also clearly indicate the location of the catchpit. - Please can the 1 in 10 and 1 in 30 year drainage modelling be provided. - Detailed engineering drawings of each component of the drainage scheme should be provided. 		

WH202 - JACKS - Ref. UTT/22/3126/FUL
Consultation Comments Tracker

Heritage Place Services	06.01.23	Objection	<ul style="list-style-type: none"> - Less than substantial harm at the low end to Hollow Elm - Proposals would no result in harm to the significance of Cheerups Cottage or the Protected Lane, 'Warrish Hall Road' - Suggests condition to secure a schedule of the types and colour of external materials to be uses (Including windows and doors) 		
Highways England	24.01.23	No objections			
ECC Infrastructure	13.01.23	No objections	Suggested contributions		
ECC SuDS	17.01.23	No objections	Suggested conditions		
ECC Highways	13.02.23	Objection	<ul style="list-style-type: none"> - Lack of footways on Smiths Green - Reliance on unsuitable PROWs - Lack of demonstration of appropriate opportunities to promote public transport 		
Place Services Ecology	13.01.23	Holding Objection	<ul style="list-style-type: none"> - Further bat survey required - Requested full survey data to be provided - Recommends a number of conditions 		
Parish Council	17.02.23	Objection	<ul style="list-style-type: none"> - Impact on the countryside and CPZ - Insufficient information in regard to the natural environment - Impact on ASM and Hollow Elm and Protected lane - Unsustainable location and access - Over development and 4.89 year supply 		

**Appendix F: Uttlesford District Council – 5-Year Housing Land Supply Statement and
Housing Trajectory Status at 1 April 2023 – Published 9th October 2023.**

UTTLESFORD DISTRICT COUNCIL
5-YEAR LAND SUPPLY STATEMENT AND HOUSING TRAJECTORY
STATUS AT 1 April 2023.
Published 9th October 2023

Executive Summary

1. Uttlesford District Council is now able to demonstrate a housing supply of **5.14 years**, this is above the minimum threshold of 5 years as set out in the NPPF.
2. The National Planning Policy Framework (NPPF) stipulates that Local Planning Authorities (LPA) must identify their housing need and annually review their housing land supply. The purpose of this assessment is to determine whether a sufficient number of deliverable sites exist within an LPA's area to provide for the delivery of five years' worth of housing plus an appropriate buffer.
3. Uttlesford District Council's adopted strategic policies, from the Uttlesford Local Plan 2005, are more than five years old and require updating. The Council therefore assesses its deliverable supply of housing against its calculated local housing need figure.
4. The Council's local housing need figure, as derived from the Government's standard method, is 684 dwellings per annum, or 3,420 dwellings over a five-year period¹. The 2021 Housing Delivery Test result (the most recent version published by the Government) and the rules set in paragraph 74 of the National Planning Policy Framework require a 5% buffer to be added to this figure, resulting in a total five-year housing requirement of 3,591 dwellings.
5. The Council's calculated 5-year housing land supply demonstrates an actual supply of 3,695 dwellings, equating to a surplus of 104 dwellings over the five-year period (including a 5% buffer).

Introduction

6. The purpose of this Statement is to set out the Council's 5-year housing supply position for the purposes of decision-making. The 5-year period covers the period 2023/24 to 2027/28.
7. The 5-year land supply data uses a base date of 1 April 2023 and only uses known data i.e. actual permissions. A breakdown of sites included within the 5-year land supply is set out within Appendix 1.
8. Paragraph 74 of the NPPF 2021 requires demonstration of a trajectory illustrating the expected rate of housing delivery over the plan period, and an appropriate buffer, either through a recently adopted plan, or in a subsequent annual position statement.

¹ Justin Gardner, Local Housing Need Assessment, 2023. Standard method calculation can be found within Appendix 2 below.

Five-year Housing Requirement

9. The Council's adopted Local Plan 2005 pre-dates the NPPF 2021. A new Local Plan is currently being prepared with the Regulation 18 version of this document set to be published in October 2023.
10. The standard methodology identifies a housing requirement of 684 dwellings per annum (dpa) for Uttlesford². Appendix 2 of this report sets out the calculation of this local housing need for Uttlesford.
11. NPPF 2021 Paragraph 74(a) states that an additional buffer of 5% is required to '*ensure choice and competition in the market for land*', and paragraph (c) states that a buffer of 20% is required '*where there has been significant under delivery of housing over the previous three years*'. Whether there has been significant under delivery is measured using the Housing Delivery Test (HDT). The latest [HDT](#) for Uttlesford, was measured in 2021, indicating that there has been 99% of the required delivery over the last three years. The 2022 HDT results are yet to be published by the Government.
12. Completions data for the current monitoring year (2022/23) rose substantially in comparison to previous monitoring years, to 747 dwellings. This is attributed in part to the construction industry's ongoing recovery from the Covid-19 pandemic, however, it is also the case that a substantial number of permitted sites were missed from the previous year's (2021/22) monitoring report. Missed dwelling completions from the previous year have therefore been added to the most recent monitoring report, thereby inflating delivery figures for the 2022/23 monitoring period.

Housing Supply

13. As part of the upcoming Regulation 18 consultation for the draft Local Plan, an Uttlesford Housing Trajectory 2021 – 2041 will be published separately which lists all the sites which are considered to provide housing during the period up to 2041, including the draft allocations proposed within the Regulation 18 Local Plan. These sites are NOT included within this 5YHLS Statement and will be reported on separately as part of the Local Plan consultation.
14. This 5YHLS Statement includes an allowance for windfall sites of 110 dwellings per year (only for the years 2026/27 and 2027/28 respectively) based on historic rates of completions on small sites (1-4 dwellings over the period 2013/14-2022/23) below the Housing and Economic Land Availability Assessment (HELAA) minimum site size threshold. The long-term trend is for 117 dwellings per annum to be completed on small sites however a cautious 110 dwellings is assumed. To avoid double counting existing commitments, no allowance for

² Justin Gardner, Local Housing Need Assessment, 2023. Standard method calculation can be found within Appendix 2 below.

windfall is made in the three years 2023/24 – 2025/26. Small sites with planning permission have been included and are assumed to be completed in the next three years.

Table 1: Historic delivery rate of small sites (1-4 dwellings)(net)	
2013/14	108
2014/15	76
2015/16	148
2016/17	144
2017/18	95
2018/19	156
2019/20	155
2020/21	166
2021/22	79
2022/23	127
Total	1254
Annual Average	117

15. With regard to the application of a lapse rate to permissions, the 2017 Windfall Allowance Topic Paper suggested that 63% of windfall sites permitted were eventually built by comparing the number of permissions granted over the period 2006/07-2015/16 against the number of completions over the same time frame. This figure has been rolled forward into later housing land supply calculations without being revisited. This is despite the updated 2021 windfall allowance topic paper concluding at paragraph 23 that “Table 5 shows that the majority of completions take place in the second and third year following consent.” To gain a true understanding of implementation it needs to be undertaken on a site-by-site basis, not comparing permissions granted against completions in a single monitoring year (which compares different time periods).

16. Upon revisiting this in 2023, the 2017 methodology for calculating a lapse rate is now considered flawed as once permission is granted it can be completed at any point within a three-year period. Furthermore, the NPPF changed the definition of windfall since the 2017 topic paper was produced and now no longer explicitly excludes residential gardens. The 63% implementation figure is considered out of date and inaccurate and so has been replaced with a 10% lapse rate instead which has been accepted by other local planning authorities in plan-making and decision-taking. It is noted that the Government’s Planning Practice Guidance does not suggest including a “lapse rate” or “non-implementation rate”, however it is not realistic to assume that all extant permissions will be implemented at a particular date in time. A 10% lapse rate is considered realistic in the absence of more up-to-date information.

16. Within the updated 5YHLS position set out in this Statement, for sites greater than 4 dwellings, each of these sites benefit from a detailed permission (Full or

Reserved Matters), or resolution to grant such a permission. Therefore, all sites listed within the 5YHLS Statement are considered to be ‘deliverable’ in line with the NPPF definition. Sites greater than 4 dwellings which only benefit from Outline permissions fall outside the 5-year period and can be viewed alongside the draft allocations within the full Housing Trajectory 2021-2041 for the emerging Local Plan to be published alongside the draft Local Plan 2021 – 2041 consultation.

17. Table 2 shows the estimated completions for each year during the 5-year period. Figure 1 shows these estimated completions against the annual housing requirement (including 5% buffer).

Table 2: Forecast completions for next 5-year period						
Year:	2023/24	2024/25	2025/26	2026/27	2027/28	Total
	Year 1	Year 2	Year 3	Year 4	Year 5	
Estimated completions years 1-5 (including windfall allowance):	534	697	916	837	711	3695

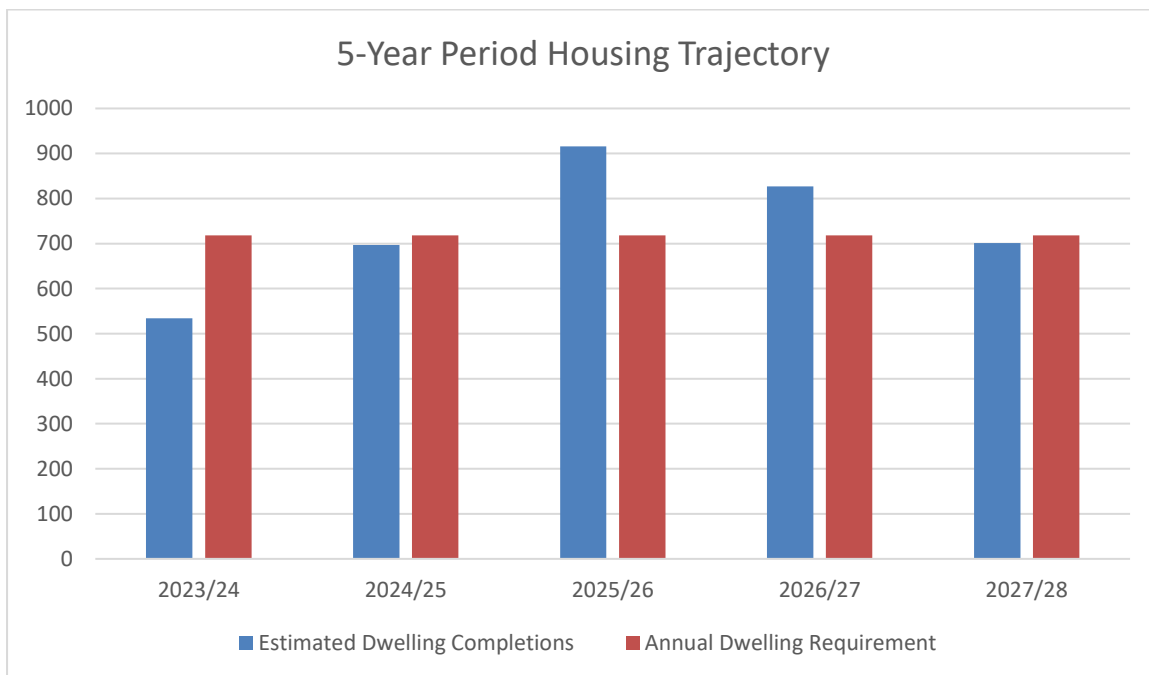


Figure 1 Chart Showing Estimated Dwelling Completions over the 5-Year Period

18. Delivery projections have been determined with consideration to a number of factors, including the planning status of the site, the scale of the site, the submission / approval of corresponding planning and building control applications, industry average lead-in times and delivery rates, and site visits.

Calculation of the 5-year housing land supply

19. Table 3 shows the calculation of the 5-year housing land supply. It is based on the housing target of 684 dwellings per annum as calculated by the standard methodology, set out in **Appendix 2**. It then applies a 5% buffer, as justified in Paragraph 11 above, of 34.2 dwellings per annum.

Table 3: Calculation of 5-year housing supply		
Annual Target:	N/A	684
Target years 1 – 5:	684×5	3420
5% of target:	3420×0.05	171
Overall target:	$3420 + 171$	3591
Supply:	$534 + 697 + 916 + 837 + 711$	3695
% of target available on deliverable sites:	$3695 / 3591 \times 100$	102%
Supply in years:	$(3695 / 3591) \times 5$	5.14 years
Surplus:	$3695 - 3591$	104

Appendix 1: 5-Year Housing Land Supply Site Breakdown

Application Reference	Site Address	Description	Date of Permission	Capacity (Gross)	Units Lost	Capacity (Net)	Pre 5-Year Period	2023/24	2024/25	2025/26	2026/27	2027/28	Dwellings Delivered During 5-Year Period	Site Capacity Post 5-Year Period	Notes on Deliverability
								Year 1	Year 2	Year 3	Year 4	Year 5			
Sites (1-4) (Excluding technical starts whereby permission lapsed >10 years ago)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	167	167	167			501	N/A	
UTT/21/2245/OP	Sparlings Farm Chelmsford Road Barnston Essex CM6 1LP	Outline application, with all matters reserved except for access and layout, for 5 dwellings	13/10/2022	5	0	5	0	0	0	0	0	5	5	0	Category A - Outline consent granted but proposal comprises 'minor' development, therefore deliverable within the 5-year period. No DFO application submitted pursuant to the permission as at 1st April 2023.
UTT/19/3166/FUL	Land South Of Bardfield Road/East Of Claypits Villas Bardfield Road Thaxted	Proposed residential development and associated infrastructure to erect 8 no. dwellings.	01/11/2021	8	0	8	0	0	0	0	4	4	8	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/1006/04/DFO	SECTOR 1 EMBLEMS 2 LAND TO THE NORTH OF GODFREY WAY GREAT DUNMOW CM6 1EF	Approval of reserved matters following the grant of outline permission for erection of 105 dwellings and garages with associated highway works	09/09/2004	105	0	105	0	0	0	0	55	50	105	0	Category A - Detailed consent granted and spine road in situ, however, construction works not substantially commenced. Site is deliverable during the 5-year period in accordance with typical lead-in times and build out rates.
UTT/0386/05/DFO	SECTOR 3, PHASE 3 WOODLANDS PARK GREAT DUNMOW	Construction of 100 dwellings	07/03/2005	100	0	100	0	0	0	0	55	45	100	0	Category A - Detailed consent granted and spine road in situ, however, construction works not substantially commenced. Site is deliverable during the 5-year period in accordance with typical lead-in times and build out rates.
UTT/0392/05/DFO UTT/0246/07/FUL UTT/0399/08/FUL UTT/0406/08/FUL	SECTOR 3, WOODLANDS PARK, GREAT DUNMOW	Construction of 300 dwellings	27/05/2005	334	0	334	57	55	55	55	55	57	277	0	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period. UTT/23/1066/FUL - Awaiting decision, however, proposed replacement of 71 dwellings originally permitted with 58 dwellings.
UTT/13/1663/DFO	Sector 4 , Parsonage Park, Gt Dunmow, Parsonage Downs, Gt Dunmow	Dem of derelict farmhouse & construction of up to 125 dwellings	31/10/2013	125	0	124	27	22	22	22	22	9	97	0	Category A - Detailed consent granted and and dwellings already completed on-site. Site is deliverable during the 5-year period.
UTT/20/1473/DFO	Land East Of Green Hollow Clapton Hall Lane Dunmow	Outline application for the demolition of existing buildings and residential development of five dwellings with all matters reserved except for means of access and general layout	31/08/2017	5	0	5	0	5					5	0	Category A - Detailed consent granted and construction works commenced for all plots on-site. Site is deliverable during the 5-year period.
UTT/17/1490/FUL	Millside Stortford Road Hatfield Heath CM22 7DL	Demolition of existing outbuildings and proposed construction of 5 new dwellings with garaging in the grounds of Millside, and the addition of a detached garage to the existing house with a new access to be formed to serve Millside and Plot 1.	20/11/2017	5	0	5	0	0	2	3			5	0	Category A - Detailed consent granted and technical start made, however, construction works not substantially commenced. Site is deliverable during the 5-year period.
UTT/17/1652/FUL	Sector 3 Woodland Park Great Dunmow Woodside Way Dunmow	Erection of 20 no. two bedroom apartments, layout parking, amenity space and landscaping.	05/02/2018	20	0	20	0	0	0	10	10		20	0	Category A - Detailed consent granted and technical start made, however, construction works not substantially commenced. Site is deliverable during the 5-year period.
UTT/17/3571/FUL	Land East Of Claypit Villas Bardfield Road Thaxted	Proposed residential development and associated infrastructure to erect 9 no. dwellings.	10/12/2018	9	0	9	0	0	0	5	4		9	0	Category A - Detailed consent granted and technical start made, however, construction works not substantially commenced. Site is deliverable during the 5-year period.
UTT/18/2055/FUL	Cutlers Green Farm Cutlers Green Cutlers Green Lane Thaxted	Change of use of Grade II Listed barn to provide a residential dwelling, change of use and extension of curtilage barn to residential, change of use and residential conversion of existing agricultural silos, demolition of other agricultural buildings and structures, and erection of new agricultural-style dwellings and link buildings to provide 7 residential dwellings with associated parking, landscaping and private amenity space. Erection of new garage to serve plot 1	14/03/2019	7	0	7	0	0	4	3			7	0	Category A - Detailed consent granted and construction works commenced for two plots on-site. Site is deliverable during the 5-year period.
UTT/20/0336/DFO	Land South East Of Great Hallingbury Manor Bedlars Green Road Tilekiln Green Great Hallingbury CM22 7TJ	Details following outline approval UTT/16/3669/OP for the erection of 35 no. Dwellings - details of appearance, landscaping, layout scale and access.	10/06/2020	35	0	35	29	6					6	0	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period.

UTT/22/1040/PINS	Former Friends' School, Mount Pleasant Rd, Saffron Walden CB11 3EB	Consultation on S62A/22/0000002 for conversion of buildings and demolition of buildings to allow redevelopment to provide 96 dwellings, swimming pool and changing facilities, associated recreation facilities, access and landscaping.	11/10/2022	96	6	96	0	0	0	32	32	32	96	0	Category A - Detailed consent granted and technical start made, however, conversion works not substantially commenced. Site is deliverable during the 5-year period.
UTT/18/3399/FUL	Former Walden Dairy 135 Thaxted Road Saffron Walden CB11 3BJ	Demolition of existing buildings and erection of 7 no. residential units	08/11/2019	7	0	7	0	0	4	3			7	0	Category A - Detailed consent granted and technical start made, however, construction works not substantially commenced. Site is deliverable during the 5-year period.
UTT/19/1064/DFO	Land At Holmwood Whiteditch Lane Newport CB11 3UD	Details following outline application UTT/15/0879/OP for 12 dwellings (allowed on appeal under reference APP/C1570/W/15/3137906) Details of Layout, scale, appearance and landscaping	24/01/2020	12	0	12	0	0	0	6	6		12	0	Category A - Detailed consent granted and technical start made, however, construction works not substantially commenced. Site is deliverable during the 5-year period. UTT/23/1182/OP has been validated on (part of) the same site, proposing 5 dwellings. This application confirms that the original permission for 12 dwellings has been implemented, with supporting photos of trenches dug. Awaiting decision on new app but original permission remains extant, albeit no dwellings complete.
UTT/19/2355/DFO	Land East Of Thaxted Road Saffron Walden	Approval of Reserved Matters following outline application UTT/18/0824/OP details of layout, scale, landscaping and appearance relating to the development of the site to provide 150 residential dwellings (Use Class C3) and associated infrastructure works. [UTT/18/0824/OP: Outline planning application for the development of up to 150 dwellings (Use Class C3) with all matters reserved except access]	29/01/2021	150	0	150	52	55	43				98	0	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period.
UTT/22/3380/FUL	Park Street Garage Thaxted Ltd Park Street Thaxted Essex CM6 2ND	Demolition of existing garage workshop and erection of 2.5 storey block of 5 no. residential flats	10/03/2023	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/18/2959/DFO	Land East Of Little Walden Road Saffron Walden	Reserved matters following UTT/16/2210/OP for 85 residential dwellings including all necessary infrastructure and landscaping. Details of appearance, landscaping, layout and scale.	12/05/2020	85	0	85	59	26					26	0	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period.
UTT/22/1727/FUL	Land Adjacent The Granary Stortford Road Dunmow	Erection of 6 no. three bed residential dwellings	03/08/2022	6	0	6	0	0	0	6			6	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/0009/DFO	Land south of the Farmhouse, Old Mead Road, Henham, Hertfordshire	Details following outline approval UTT/18/3370/OP for the erection of up to 9 no. dwellings - details of layout, appearance and landscaping.	26/07/2021	9	0	9	0	3	6				9	0	Category A - Detailed consent granted and construction works commenced for all plots on-site (3 nearing completion as of May 2023 and 6 not yet above slab-level. Site is deliverable during the 5-year period.
UTT/18/2049/FUL	Land To The South Of The Street Takeley CM22 6LY	Erection of 8 no. residential units and associated parking.	25/06/2019	8	0	8	6	2					2	0	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period.
UTT/20/0028/DFO	Land Off Stevens Lane Felsted	Details following outline permission UTT/17/0649/OP (granted under appeal ref: APP/C1570/W/18/3205707) - Details of access, appearance, landscaping, layout, scale for 7 no. dwellings	07/10/2020	7	0	7	0	0	0	7			7	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/1755/DFO	Land to the south of Braintree Road, Felsted, Essex	Details following outline approval UTT/18/3529/OP (approved under appeal reference APP/C1570/W/19/3234739) for the erection of up to 30 no. Dwellings with associated roads and infrastructure - details of appearance, landscaping, layout and scale.	04/11/2021	30	0	30	0	0	0	15	15		30	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/20/2380/PAO3	The Old Mill Haslers Lane Dunmow CM6 1XS	Prior Notification of change of use of a building from office (use Class B1) to 12 no. dwellings (use Class C3)	16/11/2020	12	0	12	0	0	6	6			12	0	Category A - Detailed consent granted and technical start made. Site is deliverable during the 5-year period.
UTT/21/3269/DFO	Land To The North West Of Henham Road Elsenham Hertfordshire	Details following outline approval UTT/17/3573/OP (approved under appeal reference APP/C1570/W/19/3243744) for access road infrastructure to serve up to 350 new homes and associated uses - details of appearance, landscaping, layout and scale.	17/12/2021	350	0	350	10	55	55	55	55	55	275	65	Category A - Detailed consent granted and dwellings already completed on-site. The majority of the site is deliverable during the 5-year period in accordance with typical build-out rates.

UTT/20/2220/DFO	Land West Of Woodside Way Woodside Way Dunmow	Details following outline approval UTT/13/2107/OP and UTT/18/1826/DFO - details of layout, scale, landscaping and appearance relating to the development of the site to provide 326 residential dwellings and associated infrastructure works	19/02/2021	326		326	50	55	55	55	55	56	276	0	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period in accordance with typical build out rates.
UTT/20/3329/DFO	Land To The South West Of London Road Little Chesterford	Reserved Matters application, seeking approval of appearance, layout, scale and landscaping, for 76 dwellings following approval of outline planning permission UTT/19/0573/OP.	21/02/2022	76	0	76	14	22	22	18			62	0	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period in accordance with typical build out rates.
UTT/20/2148/DFO	Land To The North And East Of Priory Lodge Station Road Little Dunmow	Details following outline approval UTT/17/3556/OP - details of appearance, landscaping, layout and scale (Outline application with all matters reserved except for access for the demolition of all commercial buildings and removing of commercial storage and the erection of 8 no. detached dwellings, modifying the existing access to Priory Lodge)	24/02/2021	7	0	7	0	0	7				7	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/20/3419/DFO	Land West Of Woodside Way Woodside Way Dunmow	Details following outline approval UTT/13/2107/OP and UTT/18/1826/DFO - details of layout, scale, landscaping and appearance relating to the development of the site to provide 464 residential dwellings and associated landscaping and infrastructure works	29/03/2021	464	0	464	171	55	55	55	55	55	275	18	Category A - Detailed consent granted and dwellings already completed on-site. Site is deliverable during the 5-year period in accordance with typical build out rates.
UTT/21/0692/FUL	Marstons, Start Hill, Stane Street, Great Hallingbury, Bishops Stortford, Hertfordshire, CM22 7TA	Demolition of existing dwelling and erection of 8 no. dwellings, along with other associated development including access, car parking and landscaping	13/05/2021	8	1	7	0	-1	8				7	0	Category A - Detailed consent granted and technical start made. Site is deliverable during the 5-year period.
UTT/20/0864/FUL	Land BehindThe Old Cement WorksThaxted RoadSaffron WaldenEssex	Erection of 35 Dwellinghouses (Revised scheme to that approved under UTT/16/1444/OP and UTT/17/3038/DFO)	12/07/2021	35	0	35	0	0	0	17	18		35	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/19/1789/FUL	Land at Pound Hill, Little Dunmow	Residential development comprising 14 dwellings (use class C3), vehicular access, public open space, sustainable drainage systems and all other associated hard/soft landscaping and infrastructure.	21/05/2021	14	0	14	0	0	0	7	7		14	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/2337/FUL	Barnmead, Start Hill, Stane Street, Great Hallingbury, CM22 7TA	Conversion of garages from plots 2-5 into living accommodation and adding a room in the roof of plots 2 and 3 (amendment to previously approved application No. UTT/18/1982/FUL).	24/09/2021	9	1	8	-1	4	4				8	1	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/21/2465/DFO	Land south of Radwinter Road, Radwinter Road, Saffron Walden, Essex	Details following outline approval UTT/17/3426/OP (approved under appeal APP/C1570/W/19/3227368) for extra care housing (use class C2) together with associated infrastructure including road, drainage and access - details of appearance, landscaping, layout and scale	01/10/2021	72	0	72	0	0	56	16			72	0	Category A - Detailed consent granted and construction works commenced, apartment block construction in advanced phase. Site is deliverable during the 5-year period.
UTT/20/1098/FUL	Land To The East Of Tilekiln Green Great Hallingbury	Construction of 15 new dwellings, including 6 affordable dwellings, vehicular access and associated parking and landscaping	01/11/2021	15	0	15	0	0	7	8			15	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/21/1121/DFO	Land South Of Green Corners Latchmore Bank Little Hallingbury Hertfordshire	Details following outline application UTT/19/1896/OP for 5 no. dwellings. Details of layout, appearance, scale and landscaping	29/11/2021	5	0	5	0	5					5	0	Category A - Detailed consent granted and all Plots nearing completion as of May 2023. Site is deliverable during the 5-year period.

UTT/18/2574/OP	Land south of Stortford Road, Dunmow	Hybrid planning application with: Outline planning permission (all matters reserved except for points of access) sought for demolition of existing buildings (excluding Folly Farm) and development of up to 332 dwellings, including affordable housing, 1,800 sqm Health Centre (Class D1) and new access from roundabout on B1256 Stortford Road together with provision of open space incorporating SuDS and other associated works. Full planning permission sought for demolition of existing buildings (including Staggs Farm) and development of Phase 1 to comprise 108 dwellings, including affordable housing, a new access from roundabout on B1256 Stortford Road, internal circulation roads and car parking, open space incorporating SuDS and play space and associated landscaping, infrastructure and other works. 14ha of land to be safeguarded for education use via a S.106 Agreement Land South Of Stortford Road Dunmow	21/01/2022	440	1	439	0	0	0	0	54	54	108	331	Category A - Detailed consent granted for 108 dwellings, which are deliverable within the 5-year period. Category B - No DFO applications submitted pursuant to the remaining 332 dwellings, therefore site not included within 5YLS. Delivery as proposed within the following years is in accordance with typical lead-in times and build out rates.
UTT/20/0223/FUL	The Cottage, Molehill Green, Takeley, CM22 6PQ	Demolition of existing terrace houses, Village Stores, Meadow View and The Cottage, merging their plots to enable the erection of 6 no. Terrace houses with associated parking and landscaping including new access road.	17/02/2022	6	3	3	0	0	3				3	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/2763/DFO	Land east of Warehouse Villas, Stebbing Road, Stebbing, Essex	Reserved matters application consisting of details of appearance, landscaping, layout and scale of the 10 no. Market Housing Plots 7 - 16 following outline application UTT/19/0476/OP for the erection of 17 dwellings.	23/02/2022	10	0	10	0	0	5	5			10	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/22/0676/DFO	Land east of Warehouse Villas, Stebbing Road, Stebbing, Essex	Reserved matters application consisting of details of layout, scale, landscaping and appearance of the Affordable Housing Plots 1-7 following outline application UTT/19/0476/OP for the erection of 17 dwellings	23/02/2022	7	0	7	0	0	4	3			7	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/22/0070/FUL	Oakbourne Hammonds Road Hatfield Broad Oak CM22 7JN	Demolition of existing residential outbuildings, the erection of a garage to serve existing dwelling, and erection of 5 no. detached dwellings with associated private garden and garage, and new access road from existing public highway	10/03/2022	5	0	5	0	0	5				5	0	Category A - Detailed consent granted and technical start made. Site is deliverable during the 5-year period.
UTT/20/3429/FUL	The Gate Inn 74 Thaxted Road Saffron Walden CB11 3AG	Proposed conversion of existing restaurant (A3) to 2 no. dwellings (C3), including part demolition of single storey rear elements and erection of ground floor and first floor extensions. Erection of 3 no. detached dwellings to rear of site, utilising existing access of Thaxted Road, with associated parking and hard/soft landscaping.	16/03/2022	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/2924/FUL	The Star Inn Market Place Great Dunmow CM6 1AX	Change of use from hotel to 3no. two bedroom flats and 2no. one bedroom flats	18/03/2022	5	0	5	0	0	5				5	0	Category A - Detailed consent granted and conversion works commenced. Site is deliverable during the 5-year period.
UTT/21/3095/FUL	Falaise And Montjoy The Street Takeley Bishops Stortford CM22 6QP	Demolition of existing pair of semi detached dwellings and the construction of six new residential dwellings and associated access, parking and landscaping.	19/04/2022	6	2	4	0	0	0	4			4	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/3182/FUL	Land To The East Of Station Road Little Dunmow Essex	Proposed erection of 9 no. detached dwellings, provision of new access and associated landscaping and parking.	22/04/2022	9	0	9	0	0	0	5	4		9	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/0152/DFO	Land West Of Parsonage Road Takeley	Details following outline application UTT/19/0393/OP (approved under appeal reference APP/C1570/W/19/3234530), details of appearance, landscaping, layout and scale for the erection of 110 no. dwellings with associated open space, landscaping and other drainage and highway infrastructure.	04/05/2022	110		110	0	0	27	55	28		110	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period in accordance with typical lead in times and build out rates.
UTT/20/2632/FUL	Land West Of London Road Newport Essex	Construction of 89 new dwellings, vehicular access from London Road and associated parking, open space and landscaping. Including the provision of ball catch netting for the recreation club, a car park and associated access for Newport Primary School including landscaping improvements, an off-site playground highway improvements to the bridleway and associated development.	24/05/2022	89	0	89	0	0	22	22	22	23	89	0	Category A - Detailed consent granted and construction works on 7 Plots commenced. Site is deliverable during the 5-year period in accordance with typical lead in times and build out rates.

UTT/22/1172/FUL (+ See Notes)	Dunmow Farm The Broadway Great Dunmow Essex CM6 3BJ	Proposed conversion of building into 2 no. Dwellings (revised scheme to previously approved application UTT/20/3219/FUL).	06/06/2022	9	0	9	0	6	3				9	0	Supersedes UTT/20/3219/FUL. Other permissions across the site include: UTT/22/1172/FUL - Building 1, conversion to 2 3-bed dwellings. UTT/20/2536/PAQ3 - Building 2, conversion to 2 3-bed dwellings. Building 6, conversion to 5-bed dwelling. UTT/20/3156/FUL - Building 5, conversion to 4-bed dwelling. UTT/20/3159/FUL - Building 7, conversion to 4-bed dwelling. UTT/20/1683/FUL - Building 3, conversion to 2 3-bed dwellings Category A - Detailed consent granted and construction works on 6 Plots commenced. Site is deliverable during the 5-year period.
UTT/19/3173/FUL	Lea Hall Dunmow Road Hatfield Heath CM22 7BL	Proposed refurbishment of Lea Hall including the addition of new detached garage and detached swimming pool building. Conversion of barns and cottage to 8 no. Dwellings. Demolition of existing stables to be replaced by 3 no. Dwellings with cart lodges and associated landscaping.	24/06/2022	11	0	11	0	0	8	3			11	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period in accordance with typical lead in times and build out rates.
UTT/21/3339/FUL	Old Cottage Start Hill Stane Street Great Hallingbury Bishops Stortford Hertfordshire CM22 7TG	Proposed erection of 7 no. dwellings including the closure of existing access, creation of new access and associated infrastructure.	28/06/2022	7	0	7	0	0	0	7			7	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/1666/OP	Land At Old Mead Road Henham CM22 6JL	Outline application with all matters reserved except scale and access, for the erection of up to 6 no. dwellings and associated work. Resubmission of that approved under UTT/19/2692/OP	04/07/2022	6	0	6	0	0	0	0	6		6	0	Category A - Outline consent granted but proposal comprises 'minor' development, therefore deliverable within the 5-year period. No DFO application submitted pursuant to the permission.
UTT/19/0462/FUL	Land West Of Hall Road Elsenham Essex	Full planning application comprising a residential development for 130 dwellings (including affordable housing); the provision of open space; play areas; car parking; new pedestrian linkages; landscaping and ancillary works, with access off Hall Road, and the change of use of 0.371ha of agricultural land for educational use.	27/07/2022	130	0	130	0	0	0	55	55	20	130	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period in accordance with typical lead-in times and build out rates.
UTT/20/1882/FUL	Land At Sunnybrook Farm Braintree Road Felsted Essex	Construction of 24 no. dwellings and school related community car park served via a new access from Braintree Road, complete with related infrastructure and landscaping	19/08/2022	24	0	24	0	0	0	12	12		24	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/0355/FUL	Land South Of Wicken Road Clavering Essex	Proposed erection of 5 no. detached dwellings, detached garages and associated development.	22/08/2022	5	0	5	0	0	5				5	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/21/2649/FUL	Land Rear Of Malt Place Cornells Lane Widdington CB11 3SP	Demolition of five existing buildings, and erection of three new buildings forming 10 residential dwellings. Alternative scheme to that approved under references UTT/20/2154/FUL, UTT/20/0876/FUL and UTT/20/3016/FUL	05/09/2022	10	0	10	0	0	0	10			10	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/1103/DFO	Land to the west of Stortford Road, Clavering, Essex	Details following outline application UTT/20/2639/OP for the erection of 31 no. dwellings and 38 no. parking spaces - details of appearance, landscaping, layout and scale	05/09/2022	31	0	31	0	0	15	16			31	0	Category A - Detailed consent granted, and developer confirmed works have commenced on-site. Site is deliverable during the 5-year period.
UTT/22/1078/DFO	Land West Of Bury Farm Station Road Felsted Essex	Reserved matters application, following approval of UTT/22/1078/DFO, for appearance, landscaping layout and scale, for the proposed development of a doctors surgery and 38 dwellings. To be considered in conjunction with UTT/22/1080/FUL	07/09/2022	38	0	38	0	0	19	19			38	0	Category A - Detailed consent granted and construction works on 9 Plots commenced. Site is deliverable during the 5-year period in accordance with typical lead in times and build out rates.
UTT/21/0333/OP	Sabre House Dunmow Road Stebbing CM6 3LF	Outline application with all matters reserved except for access to demolish buildings and remove commercial uses(cars sales and airport parking etc) and construct residential development of up to 9 dwellings renewal of planning permission UTT/17/2480/OP	13/10/2022	9	0	9	0	0	0	0	5	4	9	0	Category A - Outline consent granted but proposal comprises 'minor' development, therefore deliverable within the 5-year period. No DFO application submitted pursuant to the permission.

UTT/22/2290/OP	Station House Station Road Little Dunmow Essex CM6 3HG	Outline planning application with all matters reserved except access, for the demolition of dwelling and all outbuildings and erection of 8 no. dwellings	14/10/2022	8	1	7	0	0	0	0	5	2	7	0	Category A - Outline consent granted but proposal comprises 'minor' development, therefore deliverable within the 5-year period. No DFO application submitted pursuant to the permission.
UTT/22/2232/DFO	Land at Lindsell Car Breakers, Holders Green Road, Lindsell, Dunmow, Essex, CM6 3QL	Details following outline application UTT/21/0690/OP for the demolition of existing bungalow and car breakers/scrap yard buildings, removal of outdoor storage associated with car breakers/scrap yard, and erection of 5 no. detached dwellings. Closure of existing access and creation of new private drive. Associated landscaping - details of access, appearance, landscaping, layout and scale	17/10/2022	5	1	4	0	0	-1	5			4	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/20/0422/FUL	Land North Of Cox Ley Cox Ley Hatfield Heath Hertfordshire	Erection of 12 no. dwellings including new access and associated landscaping. Creation of parking area for adjacent playing field.	17/10/2022	12	0	12	0	0	0	6	6		12	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/1307/FUL	J F Knight Roadworks Ltd Cophall Lane Thaxted Essex CM6 2LG	Proposed demolition of all existing buildings and structures. Erection of 8 no. dwellings and associated amenity space, parking, landscaping and ancillary works	26/10/2022	8	0	8	0	4	4				8	0	Category A - Detailed consent granted and 1 dwelling already completed on-site (May 2023) with remaining under construction. Site is deliverable during the 5-year period.
UTT/22/1939/DFO	Land North Of Ashdon Road Ashdon Road Saffron Walden	Deetails following outline application UTT/17/3413/OP - details of layout, appearance, landscaping and scale, for the development of 55 dwellings together with associated open space, landscaping, parking and supporting infrastructure	27/10/2022	55	0	55	0	0	0	22	22	11	55	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/2094/DFO	Marlensdale Burton End Stansted Essex CM24 8UF	Details following outline application UTT/19/2666/OP for the demolition of existing agricultural buildings and erection of 5 no. dwellings - details of access, appearance, layout and scale.	27/10/2022	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/2190/DFO	Land Opposite Roding Hall Dunmow Road High Roding Essex	Details following outline application UTT/20/2759/OP (approved under appeal reference APP/C1570/W/21/3277289) for 5 no. dwellings - details of access, appearance, landscaping, layout and scale	31/10/2022	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/2185/FUL	Land At The Former Takeley Service Station Dunmow Road Takeley Essex CM22 6SP	Proposed redevelopment of the Dunmow Road Car Park to provide 8 no. Dwellings including associated parking and landscaping works.	02/11/2022	8	0	8	0	0	4	4			8	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/21/2719/FUL	Land North Of Braintree Road Dunmow	Proposed erection of 32 no. self build and custom build dwellings	04/11/2022	32	0	32	0	0	0	11	11	10	32	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/2950/PAQ3	Building At Marks Hall Marks Hall Lane Margaret Roding Essex	Prior Notification of change of use of agricultural building to 5 no. dwellings	13/12/2022	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/1433/FUL	Barns At Glebe Farm Mill End Green Road Great Easton Essex	Demolition of existing buildings and the erection of five dwellings with associated garaging, landscaping and operational development (Following grant of prior approval for change of use to create five dwellings)	28/12/2022	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/0245/FUL	Venn House Tenterfields Great Dunmow CM6 1HH	Demolition of existing buildings and construction of 12 no. residential dwellings (Use Class C3) with associated landscaping, access, and infrastructure.	04/01/2023	12	1	11	0	0	0	5	6		11	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/21/1495/FUL	Land East Of The Stag Inn Duck Street Little Easton Essex	Erection of 44 residential units and 3 commercial units (flexible space); inclusion of 3 additional plots for self-build homes; together with associated access, carparking and landscaping	16/01/2023	47	0	47	0	0	0	16	16	15	47	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/3287/PAQ3	Bradleys Barn Brick Kiln Lane Rickling Green	Prior Notification of change of use of agricultural building to 5 no. dwellings	25/01/2023	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/1835/DFO	Watch House Watch House Road Stebbing Dunmow Essex CM6 3SS	Details following outline application UTT/21/0330/OP for erection of 3 detached dwellings and 2 semi-detached dwellings with associated accesses and garaging - details of appearance, landscaping, layout and scale	30/01/2023	5	0	5	0	0	5				5	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/22/1764/FUL	Woodside Farm Gallows Green Road Great Easton Essex CM6 3QS	Demolition of existing dwelling and erection of replacement dwelling. Alterations to existing access to provide a type f minor access road. Demolition of 4568.8 square metres of intensive poultry rearing/production buildings and associated hardstandings/structures. Erection of 4 no. detached dwellings with associated garaging, parking and gardens. Provision of ecology areas.	31/01/2023	5	1	4	0	0	-1	5			4	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.

UTT/22/2632/FUL	Land Adjacent To The Green Man Mill End Green Road Great Easton Essex	Erection of 5 no. dwellings with associated parking and landscaping.	23/02/2023	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/23/0169/PAQ3	Barns 2,3 And 5 At Parsonage Farm Parsonage Lane Barnston Essex	Prior Notification of change of use of 2 no. agricultural buildings to 5 no. dwellings.	13/03/2023	5	0	5	0	0	0	5			5	0	Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
UTT/22/2917/OP	Land West Of Clatterbury Lane Clavering Essex	Outline planning application with all matters reserved except access for five dwellings with landscaping and associated infrastructure.	24/03/2023	5	0	5	0	0	0	0	5		5	0	Category A - Outline consent granted but proposal comprises 'minor' development, therefore deliverable within the 5-year period. No DFO application submitted pursuant to the permission.
UTT/17/2832/OP	Land North Of Shire Hill Farm Shire Hill Saffron Walden	Outline application (with all matters reserved except access) for up to 100 dwellings, including affordable accommodation, in addition to the provision of land to facilitate an extension to the approved primary school (Planning Application Ref: UTT/13/3467/OP), and associated open space, drainage, landscaping, access and parking.	14/07/2020	100	0	100	0	0	0	0	0	55	55	45	Category B - UTT/21/3565/DFO still pending determination, however, resolution to grant was made at committee dated 26.10.2022. Consequently, it is realistic that a portion of dwelling completions are achievable within the 5-year period.
UTT/19/2388/DFO	Land North Of Water Lane Stansted	Approval of reserved matters following outline application UTT/16/2865/OP. Details of appearance, landscaping and layout relating to the redevelopment of the former gas holder site to provide 9 no. dwellings.	19/06/2020	9	0	9	0	0	4	5			9	0	Category A - Detailed consent granted and construction works commenced. Site is deliverable during the 5-year period.
UTT/19/2852/FUL	Land West Of Stortford Road Clavering	Technical Details pursuant to Planning in Principle ref UTT/18/3326/PIP for the erection 8 dwellings	24/07/2020	8	0	8	5	3					3	0	Category A - Detailed consent granted and construction works nearing completion. Site is deliverable during the 5-year period.
UTT/19/1508/FUL	Land East Of St Edmunds Lane Dunmow	Construction of 22 Custom/ Self Build Dwellings (Revised Schemes to UTT/17/3623/DFO)	25/06/2020	22	1	21	19	2					2	0	Category A - Detailed consent granted and construction works nearing completion. Site is deliverable during the 5-year period.
TOTAL COMMITTED DEVELOPMENT								551	714	911	705	562	3443		
TOTAL COMMUNAL ESTABLISHMENTS (SEE BREAKDOWN BELOW)								0	0	22	22	39	83		
WINDFALL ALLOWANCE								0	0	0	110	110	220		
LAPSE RATE								-17	-17	-17	0	0	-51		
TOTAL DELIVERY								534	697	916	837	711	3695		
COMMUNAL ESTABLISHMENTS															
UTT/20/2007/FUL	Land South Of Radwinter Road (former Printpack Site) Saffron Walden	Demolition of existing buildings and erection of a discount foodstore, a 70 bed care home and 49 no. retirement living apartments with access, car parking, landscaping and associated works.	21/12/2022	88	0	88	0	0	0	22	22	39	83	5	49 self contained apartments proposed + 70 bedspaces. A ratio of 1.8 has been applied to the bedspaces. 70 / 1.8 = 39 additional dwellings. Category A - Detailed consent granted, however, no works commenced on-site. Site is deliverable during the 5-year period.
TOTAL COMMUNAL ESTABLISHMENTS								0	0	22	22	39	83		

Appendix 2: Calculation of Local Housing Need

Calculation of Minimum Local Housing Need Using the Standard Method.

The analysis below considers the level of local housing need for Uttlesford using the Standard Method. The methodology for calculating housing need is clearly set out by Government in Planning Practice Guidance and follows a four-step process worked through in the following sub-sections. We consider first the implications of use of the 2014-based Household Projections, the use of which is required in the Planning Practice Guidance.

Step One: Setting the Baseline

The first step in considering housing need against the Standard Method is to establish a demographic baseline of household growth. This baseline is drawn from the 2014-based Household Projections and should be the annual average household growth over a ten-year period, with the current year being the first year i.e. 2023 to 2033. This results in growth of 4,884 households (488 per annum) over the ten-year period.

Although this figure is calculated over a ten-year period from 2023 to 2033, Paragraph 12 of the PPG states that this average household growth and the local housing need arising from it can then “be applied to the whole plan period” in calculating housing need.

Step Two: Affordability Adjustment

The second step of the standard method is to consider the application of an uplift on the demographic baseline, to take account of market signals (i.e. relative affordability of housing). The adjustment increases the housing need where house prices are high relative to workplace incomes. It uses the published median affordability ratios from ONS based on workplace-based median house price to median earnings ratio for the most recent year for which data is available.

The latest (workplace-based) affordability data is for 2022 and was published by ONS in March 2023. The Government’s Guidance states that for each 1% increase in the ratio of house prices to earnings, above 4, the average household growth

should be increased by 6.25%, with the calculation being shown below. For Uttlesford, the ratio for 2022 was 13.18, giving an uplift of 57% - this leads to a housing need of 769 dwellings per annum.

$$\text{Adjustment factor} = \left(\frac{\text{Local affordability ratio} - 4}{4} \right) \times 0.25 + 1$$

Step Three: The Cap

The third step of the Standard Method is to consider the application of a cap on any increase and ensure that the figure which arises through the first two steps does not exceed a level which can be delivered. There are two situations where a cap is applied:

The first is where an authority has reviewed their plan (including developing an assessment of housing need) or adopted a plan within the last five years. In this instance the need may be capped at 40% above the requirement figure set out in the plan.

The second situation is where plans and evidence are more than five years old. In such circumstances a cap may be applied at 40% of the higher of the projected household growth (step 1) or the housing requirement in the most recent plan, where this exists.

The last Uttlesford Local Plan dates back to 2005 with a housing target of around 373 dwellings per annum. A cap is therefore applied as 40% above the household growth shown above (as this is higher of the two figures). This gives a housing need of 684 dwellings per annum.

Step Four: Urban Uplift

The fourth and final step in the calculation means that the 20 largest urban areas in England are subject to a further 35% uplift. This uplift ensures that the Governments stated target of 300,000 dwellings per annum is met and that “homes are built in the right places, to make the most of existing infrastructure, and to allow people to live nearby the service they rely on, making travel patterns more sustainable.” (Paragraph: 035 Reference ID: 2a-035-20201216). Uttlesford is not listed within the top 20 urban areas in the country and therefore there is no additional uplift.

Standard Method Calculation using 2014-based Household Projections

The table below works through the Standard Method calculations for the District and shows a need for 684 dwellings per annum.

Figure 3.1: Standard Method Housing Need Calculations using 2014-based Household Projections	
	Uttlesford
Households 2023	38,112
Households 2033	42,996
Change in households	4,884
Per annum change	488
Affordability ratio (2022)	13.18
Uplift to household growth	57%
Uncapped need (per annum)	769
Capped need (per annum)	684

Appendix G: Agenda Report for Local Plan Leadership Group – Wed 4th Oct 2023



Public Document Pack

Uttlesford District Council

Chief Executive: Peter Holt

Local Plan Leadership Group

Date: Wednesday, 4th October, 2023

Time: 7.00 pm

Venue: Council Chamber - Council Offices, London Road, Saffron Walden,
CB11 4ER

Chair: Councillor G Bagnall

Members: Councillors C Criscione, J Evans, R Freeman, R Gooding,
J Loughlin, R Pavitt (Vice-Chair), N Reeve and M Tayler

Public Participation

At the start of the meeting there will be an opportunity for up to 10 members of the public to ask questions and make statements subject to having given notice by 2pm the working day before the meeting. Each speaker will have 4 minutes to make their statement. Please write to committee@uttlesford.gov.uk to register your intention to speak with Democratic Services.

Members of the public who would like to watch the meeting live can do so [here](#). The broadcast will be made available as soon as the meeting begins.

AGENDA

PART 1

Open to Public and Press

1 Apologies for Absence and Declarations of Interest

To receive any apologies and declarations of interest.

2 Minutes of the Previous Meeting

3 - 10

To consider the minutes of the previous meeting.

3 Draft Uttlesford Local Plan 2021 - 2041 (Regulation 18) Consultation

11 - 314

To consider the Draft Uttlesford Local Plan 2021 – 2041 (Regulation 18) document.

For information about this meeting please contact Democratic Services

Telephone: 01799 510369, 510548, 510410 or 510460

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General Enquiries

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Website: www.uttlesford.gov.uk

Public Document Pack Agenda Item 2

**LOCAL PLAN LEADERSHIP GROUP held at COUNCIL CHAMBER -
COUNCIL OFFICES, LONDON ROAD, SAFFRON WALDEN, CB11 4ER, on
WEDNESDAY, 26 JULY 2023 at 7.00 pm**

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

Officers in attendance: D Hermitage (Director of Planning), A Maxted (Interim Planning
Policy Manager) and C Shanley-Grozavu (Democratic Services
Officer)

Public
Speakers: A Dodsley and V Thompson

1 **PUBLIC SPEAKERS**

Mr Vincent Thompson and Mr Andy Dodsley addressed the meeting.

Copies of their statements have been appended to the minutes.

2 **APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

There were no apologies for absence or declarations of interest.

3 **MINUTES OF THE PREVIOUS MEETING**

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

The Chair welcomed the new members to the Local Plan Leadership Group (LPLG). He highlighted that this was the first meeting of the Municipal year and explained that there had been a delay for a meeting to be convened due to May's Local Election and the subsequent requirement for Cabinet to approve the new membership.

In response to comments made by the Public Speakers, the Chair explained that there were plans for further workshops during the summer which would consider commercially sensitive data. The Director of Planning highlighted that the Local Government Association, who had advised the Council on the governance arrangements for the Local Plan, had said that there would be a number of occasions when the LPLG would have to meet in private.

Mr Dodsley clarified that his concerns were around the lack of published evidence, rather than the group meeting in private.

Councillor Criscione made a statement regarding his own personal interests, a copy of which has been attached to the minutes.

LOCAL PLAN UPDATE

The Interim Interim Planning Policy Manager provided an update on the progress of the Local Plan.

It was confirmed that the public consultation for the Regulation 18 Local Plan would be held in Autumn 2023. Following this, officers would consider the comments and make any necessary changes to the documentation before the public consultation for the Regulation 19 Local Plan commenced in Summer 2024. The actual plan submission was not scheduled until the end of 2024, and all comments received in the latter consultation would be presented to the Planning Inspectorate.

In response to questions from members, officers clarified the following:

- The Secretary of State had set a deadline of 30th June 2025 for Councils to submit their Local Plans under the current system. Whilst officers did not yet know if the new proposals may or may not be beneficial to Uttlesford, they were reluctant to delay the Plan further as this would result in more years of further speculative development.
- The preferred sites and spatial strategy would be finalised and shared with LPLG members in the next six weeks, and they would have an opportunity to discuss this at one of the two upcoming workshops. Officers proposed not to make this information public until it was complete, as there were risks to releasing information fragmentally.
- The methodology for the Site Selection process had previously been presented to, and agreed by, the LPLG in a public meeting in November 2022.
- The current Housing targets was based on 2014 census data and would continue to be unless the 2021 data was published before the start of the consultations.
- Whilst officers outlined the benefits to having an over-supply on the housing allocation, there was a greater need to ensure that the plan had the right policies to address the district's needs and for protection from speculative or inappropriate development.
- There was a mix of technical studies and supporting evidence which would be published alongside the consultation to assist with the understanding of what had informed the process. These studies were also used to test the viability of the draft plan in order to demonstrate sound evidence and that the policies were deliverable as a whole.
- The Regulation 18 document would look as much like a full draft plan as possible. There was a shared belief that the more information people were able to access, the more they were able to comment on the full proposals.
- Once the Regulation 19 Local Plan was published, the Council could only suggest minor modifications, subject to agreement through the governance process.
- The Supplementary Planning Documents would sit alongside the Local Plan as an additional tool for the Planning Committee to assess applications with. They would be refreshed to support the new Local Plan, but cannot themselves create new policy.

- Due to length of time without an up-to-date Local Plan, many Council policies did not currently support national standards, such as room sizes. When adopted, the new Local Plan would set out these updates and include the most recent standards
- Officers would work with infrastructure providers on the required infrastructure for the allocated sites. It was noted that any proposed development in existing settlements would more likely benefit the whole settlement in addressing the infrastructure deficit caused by speculative development.
- The Green Belt was national policy, but Local Authorities had the ability to adjust the boundaries if necessary. Officers were not recommending that this was done in Uttlesford.
- The Countryside Protection Zone (CPZ) was developed by Local Authority under the old local plan. It was up to the council to decide if they wish to maintain it. The Chair stated it was LPLG's request to retain the current CPZ.
- Whilst it is also important to consider the longer-term direction of the district, the main focus was on the emerging Local Plan and how it addresses the current profile of the district.

Members raised concerns about the possible lack of transparency by holding meetings in private and not releasing evidence until the publication of Regulation 18. Officers explained that they were trying to find a balance in progressing a plan quickly, but also factoring in the Council's interests and aspirations, along with a need to address the infrastructure deficit.

Moreover, the Local Plan team were working towards a consultation where everything would be made public so that stakeholders would have at least six weeks to consider all the information and make a meaningful contribution towards the process with their comments.

The Local Plan Leadership Group requested to see drafts of the policies and evidence, even if they were not ready for publication, in order to start to identify any gaps.

The update was noted.

5 **UTTLESFORD DESIGN CODE**

The Director of Planning presented an update on the draft Uttlesford Design Code.

Members commended the draft code and gave thanks to the outgoing Principal Urban Designer for their work on the project.

During discussion, it was noted that the Code would sit amongst the Council's other SPDs and be supported by the National Design Code. Furthermore, it set a minimum standard for all new development and offered an additional level of protection against poor design, such as the examples outlined within the document.

Members requested that Essex Highways engage with the Council on the Code to achieve the connectivity and safety required on district's transport network.

The Chair requested that any further questions or comments be forwarded to the Local Plan Team.

The report was noted.

Meeting ended 21:11

PUBLIC SPEAKERS

Mr Vincent Thompson

“Good evening. It is good to see LPLG back in action again after a long break. The priority is, of course, to ensure that this time, at the third attempt, the draft Local Plan is successful. Hence the need to ensure that the evidence base is robust.

My congratulations to our new Director of Planning for rebuilding the planning team so rapidly. We wish them well over the next few busy months prior to the issue of the draft Plan.

Landscape & Heritage are of course fundamental to the Uttlesford District. The shortcomings of the papers published to date have been highlighted, notably by Cllr Haynes. My own concerns, as expressed to the LPLG meeting of 28 October 2021 and reiterated in a formal letter from our lawyers, Richard Buxton to the Chief Executive dated 8 December 2021, was that the granularity of both meant that they failed in the basic objective of ‘informing the Plan’. Hopefully, our refreshed Planning Department will address these shortcomings and make revised documents available.

I welcome the addition to the Planning Team of a Conservation Officer and look forward to the arrival of an Ecologist as too the report covering compulsory Biodiversity Net Gain due in the Autumn.

Hopefully, this will address one element of the evidence base which I think is lacking. I refer to Nature Recovery Strategies, an area of increasing importance both at the national level with The Environmental Improvement Plan (highlighted in my email to the Planning Director of 3 February 2023), and at the local level with the formation of the Essex Local Nature Partnership.

This requires an understanding of the geology, topography, and ecology north into Cambridgeshire and down to Epping Forest. Members will be aware that the Essex Forest ran from Epping to Thaxted. Though severely damaged by the grubbing of Hainault Forest in the mid nineteenth century and the building of an airfield on Easton Park in World War II, the fundamentals remain with Hatfield Forest and Easton Park providing the key links.

Our Eco report on Easton Park published in March 2022 proposed a Nature Recovery Network from Thaxted to Hatfield Forest via the Chelmer Valley and Tilty and incorporating a restored Easton Park. This could be extended down to Epping, possibly with support from the City of London, owners of Epping Forest. So, once the Ecologist is on board, might I suggest that Nature Recovery Strategy should be a priority lest troublesome parties, such as myself, highlight the lack post Reg 18.”

Mr Andy Dodsley

“In a Dunmow Broadcast article last week, Councillor Evans was quoted as saying that the Local Plan Leadership Group was in place to scrutinise and inform the suite of evidence necessary to inform the local plan making process.

With only one previous LPLG meeting this year, I was looking forward to tonight’s meeting to see some of the outputs from the work that we are assured has been going on over the last year.

Imagine my disappointment when I saw from the agenda that all we are going to get tonight is a verbal update on Local Plan progress.

In the same Dunmow Broadcast article, Councillor Evans stated that the LPLG “meets to consider a wide range of technical studies and evidence, and then makes informed recommendations to the council’s cabinet”.

Where are the wide range of technical studies and evidence? Where are the heritage and landscape assessments? The transport studies? The site assessments? The sustainability appraisals?

Not one study or piece of evidence has been put before this group in the last 12 months. The council is now fast approaching the same scenario we saw last June when key evidence base documents had not been seen by LPLG just 7 days before the Regulation 18 recommendations were due to go to cabinet.

You are probably fed up with me banging on about this – many of you will have heard me talk about this before. I make no apologies for this - The Regulation 18 publication date of 27th of October is now around 12 weeks and a probable maximum of 3 LPLG meetings away and time is running out.

As a resident, I am feeling totally uninformed as to the development and content of the evidence base and I am struggling to see how this group can be any more informed than I am based on what evidence you have seen and I am left wondering how you will be able to make any “informed recommendations” to cabinet when the time comes.

I am therefore looking for some reassurance that this group will be providing the levels of scrutiny that councillor Evans talks about over the Local Plan. That the key evidence base documents and studies will all be “considered” and discussed by the LPLG prior to the publication of the Regulation 18 draft plan and that members of the public will finally see some transparency in what to date has been a totally opaque process.”

STATEMENT FROM CLLR CRISCIONE

Chairman, I appreciate that this is not a decision-making body, but nevertheless I want to make a personal statement regarding my own interests, which have been the cause of some discussion in agreeing the membership of this body.

Whilst I am proud in my day job to work in the built environment and to champion growth as the greatest way to better communities across the land, this in no way includes work within Uttlesford. I have no pecuniary interest in the promotion of any site, nor shall I for the duration of my tenure in this place.

I am both morally and legally disallowed from working on ANY projects in Uttlesford in my day job, something that is heavily regulated by the PRCA, the regulatory body to which my employer (and thus myself as a consultant) is fully subscribed.

Of course, I need not justify myself, having made all the necessary declarations. However, insodoing I want to make it abundantly clear that all which is driving me as a Councillor, and member of this committee, is to deliver a local plan for the benefit of the communities that elect us. Nothing else.

Such a declaration I feel is important to ensure this group is without any suggestion of prejudice.

I hope I have, in my time as a councillor, showed that I champion integrity and accountability above all else. This is no exception.

- Cllr Criscione
LPLG, 26th July 2023

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Agenda Item 3

Committee:	Local Plan Leadership Group (Working Group of Cabinet)	Date: 4 th October 2023
Title:	Draft Uttlesford Local Plan 2021 – 2041 (Regulation 18) Consultation	
Portfolio Holder:	Cllr John Evans, Cabinet Member for Planning, Infrastructure and Stansted Airport	
Report Author:	Dean Hermitage – Director of Planning & Andrew Maxted – Interim Planning Policy Manager	

Summary

1. This Report provides a Draft of the Cabinet Report for the meeting dated 16th October to assist the Local Plan Leadership Group (LPLG) discussions ahead of the Cabinet meeting. It concerns the draft Uttlesford Local Plan 2021 – 2041 proposed for consultation 3rd November 2023 to 15th December 2023.
2. The currently adopted Uttlesford Local Plan is dated 2005 and if the new Plan is adopted in 2026 there will have been a twenty-year gap. Plans should be updated every five years and the current Uttlesford Plan is out-of-date.
3. The Government have signalled their intention to change the Planning System, to include a new approach to preparing Local Plans, but transitional arrangements allow Councils currently progressing Plans to submit their plans up to June 2025. Failure to reach this date would mean a new Uttlesford Local Plan could not be adopted before 2028 at the earliest.
4. Whilst Uttlesford do not have an up-to-date plan, there is likely to be more speculative and relatively unplanned development coming forward with less consideration for planning for infrastructure.
5. The draft Local Plan is designed to achieve a number of key aims:
 - to be capable of being found SOUND at Examination whilst reducing any risks, as far as possible, associated with its preparation
 - give consideration to the findings of the Inspectors for the previously submitted Uttlesford Local Plans
 - support the delivery of sustainable development by maximising opportunities for the use of sustainable modes of travel and by providing good access to jobs, services and facilities
 - seek to maximise opportunities for new infrastructure to benefit existing communities, in addition to new residents, in an attempt to start addressing the infrastructure deficit, and
 - include a comprehensive suite of new policies to ensure planning in Uttlesford provides for high-quality development, helps to address the climate change emergency, supports biodiversity enhancement, etc.

6. The new Plan makes provision for 5,076 additional homes at ten proposed strategic development sites (greater than 100 homes) located at the three Key Settlements (Saffron Walden; Great Dunmow and Stansted Mountfitchet) and three of the Local Rural Centres of Newport, Takeley and Thaxted.
7. The Plan also proposes to support 1,000 additional homes on non-strategic sites (less than 100 homes) at our thirteen Larger Villages, although the proposed level of additional housing at these settlements varies on a case-by-case basis ranging from NIL to 115 dwellings. There is an opportunity for neighbourhood plans to take responsibility for these allocations if they wish to.

Recommendations

8. That 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) 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.
 - (iii) Note the technical supporting evidence in preparation for publication alongside the Draft Uttlesford Local Plan 2021 – 2041 consultation.

Financial Implications

9. There are financial implications associated with the preparation of the Local Plan and for the Council once the Plan is adopted. The preparation of the Local Plan falls within the Planning Budget.
10. There would be financial implications associated with delaying the consultation, these will be discussed under 'risks' in the Cabinet Report.

Background Papers

11. Details of Background Papers will be added for the Cabinet report relating to the 16th October meeting.

Impact

Communication / Consultation	The Draft Plan will be subject to six weeks of public consultation. A Communications Plan has been approved by the Director of Planning. This will ensure the consultation is well publicised with extensive opportunities for interested parties to engage in the consultation process.
Community safety	N/A
Equalities	An Equality Impact Assessment has been prepared as part of the Sustainability Appraisal (refer to list of supporting documents).
Health & Safety	N/A
Human Rights / Equalities	See above – under Equalities.
Sustainability	<p>The Draft Plan has numerous implications for sustainability. It seeks to support sustainable development by promoting development in accessible locations that maximise opportunities for using sustainable modes of travel, and sets out policies to support sustainable development, such as relating to climate change, flooding, biodiversity, etc.</p> <p>The Draft Plan has been informed by a Sustainability Appraisal (refer to list of supporting documents).</p>
Ward-specific Impacts	The Local Plan affects all wards.
Workforce / Workplace	Within existing workforce resources.

Situation

Background

12. The National Planning Policy Framework (NPPF) is clear (Paragraph 33) that Local Plans should be reviewed 'at least once every five years' and that the reviews 'should be completed no later than five years from the adoption date of a plan, and should take into account changing circumstances affecting the area, or any relevant changes in national policy'.
13. The current Uttlesford Local Plan was adopted in 2005 and is demonstrably out-of-date. It is one of the oldest adopted plans in England. The National Planning Policy Framework, which significantly altered the approach to plan making in England, was first published in 2012, and there have been a number of revisions, most recently in September 2023.

14. If the currently emerging Uttlesford Local Plan is adopted in early 2026, there will be a twenty-year gap from the previous Plan.
15. There are a number of implications for the Council in not having an up-to-date plan and that relate to the timetable for the preparation of the currently emerging plan. These matters will be considered in turn.

Implications for not maintaining an up-to-date Local Plan

16. NPPF (paragraph 11) makes clear that the 'Presumption in favour of sustainable development' should apply 'where there are no relevant plan policies, or the policies which are most important for determining the application are out-of-date', including 'where the local planning authority cannot demonstrate a five-year supply of deliverable housing sites'.
17. The implications of applying the 'presumption' within paragraph 11 NPPF essentially leads to an increased level of speculative development coming forward. This has been the case in Uttlesford in recent years, where the 2005 Local Plan is clearly out-of-date. This has been exacerbated by the fact that, partly as a result of the lack of an up-to-date plan, the Council have been unable to demonstrate a five-year supply of deliverable housing sites. For example, the commitments for residential development to be delivered as at 1st April 2021 was 3,570, whereas the equivalent figure as at 1st April 2023 is 5,800¹.
18. Even if the Council is able to demonstrate a five-year supply of deliverable housing sites (refer to accompanying Cabinet Report), the 2005 Plan policies are still out-of-date simply by virtue of their age, and a 'tilted balance' approach would still apply (unless protective policies in the NPPF apply). Essentially, in the absence of an up-to-date Local Plan, the Council have less control over development coming forward.
19. An up-to-date Local Plan will enable the Council to develop a strategy for what development comes forward and where. This will ensure development is located to maximise sustainable development and crucially, to assist in planning for infrastructure (services and facilities, such as for health care/ education/ transport). The new Plan will also include updated policies so the Council is able to influence the quality of what development comes forward and how it contributes to enhancing biodiversity/ addressing climate change, etc.
20. In the absence of an up-to-date Local Plan, it is likely that development will continue to come forward in a piecemeal basis, with the Council having less control or consideration over infrastructure delivery. There is anecdotal evidence that key stakeholders (Education Authority/ Health Providers) consider that planning for new infrastructure on the basis of unplanned and piecemeal development is much more difficult. There may be a cumulative

* ¹ These figures do not include any recent decisions post April 2023 and subject to any legal challenge may increase.

impact of multiple small piecemeal developments each making a modest contribution to infrastructure that is inadequate for the collective level of growth.

21. The absence of an up-to-date plan has made planning decision-making difficult in Uttlesford. This has resulted in a significant proportion of the council's planning decisions being overturned on appeal, which in turn, has led to the council being designated. Officers anticipate that the Secretary of State will review the council's designation this autumn, and its position in relation to progressing a local plan will likely be a factor as to the outcome.

Implications relating to the timetable for preparing the emerging Plan

22. Government have signalled their intention to make changes to the NPPF and for the approach to plan making. It is stated that details of the new approach will be published in late 2024 and that plans being prepared under the new system will commence in 2025 onwards.
23. Government have made clear that Councils currently preparing Local Plans should continue using the current system. Transitional Arrangements have been set out that ensure that any Plan submitted by June 2025 will be Examined under the current planning system. Under these arrangements, any such Plan will also need to be Adopted by 31 December 2026.
24. For the reasons stated above, it is considered imperative that the Uttlesford Local Plan is progressed efficiently. There is sufficient time for the Council to submit a plan ahead of the June 2025 deadline, although there is relatively little flexibility for changing the timetable (see below):

- Consultation on Draft Local Plan (Regulation 18) Nov/Dec 2023
- Publication of Submission Plan (Regulation 19) June/July 2024
- Submission to Secretary of State Dec/ 2024
- Examination 2025
- Adopted Mid-2026

25. If the currently emerging Plan is not progressed quickly enough, and it is necessary to wait for the new approach to plan making, it is unlikely a Plan could be adopted before 2028 at the earliest.

Previously Submitted Plans

26. It is also important to stress that two proposed Uttlesford Local Plans were submitted to the Secretary of State in 2014 and 2019, but neither progressed to adoption. In both cases, the Inspectors considered the Plans were not capable of adoption, even with consideration for Modifications. This is a relatively unusual circumstance: it is important the Council consider both the findings of the previous Inspectors, but also the importance of preparing a Local Plan that is demonstrably SOUND with any risks associated with its preparation minimised.

27. The Inspectors to the 2019 Plan raised a significant number of issues, including with individual site proposals and with the Sustainability Appraisal (relating to the 2019 Plan). Of particular note was the concern that:

“In order to arrive at a sound strategy, we consider that as a primary consideration, the Council would need to allocate more small and medium sized sites that could deliver homes in the short to medium term and help bolster the 5-year housing land supply”, and

“This would have the benefit of providing flexibility and choice in the market and the earlier provision of more affordable housing. It would also create a buffer so the target of 14,000 homes is not only just being met by a narrow margin and would allow for a less steeply stepped housing trajectory”.

Draft Uttlesford Local Plan (Regulation 18) Consultation

28. Before discussing the proposed Draft Local Plan, it is also worthwhile highlighting the importance of the proposed consultation. One of the overriding aims for plan making as set out in the NPPF (paragraph 16) is that plans:

“be shaped by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees”.

29. Consulting on a draft Plan at an early stage in plan making provides a genuine and meaningful opportunity for interested parties to contribute to the plan making process and help shape the Councils final version of the Plan, which is intended to be published in the summer of 2024.
30. There are key differences between the current stage of plan making – i.e., consultation on a draft plan (Regulation 18) stage, where Councils have some freedom for the nature of the document they publish and are able, and likely, to use the consultation responses to inform and amend the next version of the Plan.
31. In contrast, the Regulation 19 stage is formally a ‘publication’ stage, where the final plan the Council intend to submit to the Secretary of State is published. At the Regulation 19 stage, the Council is not able to make any significant changes to the Plan and any responses are forwarded to the Inspectors presiding over the Examination for their consideration rather than the Council’s.
32. For the reasons explained above, it is considered that publishing a full draft Plan at Regulation 18 stage maximises the opportunity for interested parties to make full and meaningful responses to genuinely help inform the Council’s final Plan intended to be published in the summer 2024.
33. The proposed consultation will be for six weeks (latest start on 3rd November to 15th December). It will include a printed leaflet to be sent to all known addresses in the district; at least three full page local newspaper advertisements; at least three in-person ‘road show’ events; use various social

media; and special events in conjunction with youth groups in the district. Hard copies of the draft plan will be placed in the district's libraries and in the reception of the council's main offices.

The Emerging Uttlesford Draft Local Plan

34. For the reasons stated above, it is considered imperative that a new Local Plan for Uttlesford is progressed as efficiently and effectively as possible. This Plan should achieve a number of significant objectives:
- to be capable of being found SOUND at Examination whilst reducing any risks, as far as possible, associated with its preparation
 - give consideration to the findings of the Inspectors for the previously submitted Uttlesford Local Plans
 - support the delivery of sustainable development by maximising opportunities for the use of sustainable modes of travel and by providing good access to jobs, services and facilities
 - seek to maximise opportunities for new infrastructure to benefit existing communities, in addition to new residents, in an attempt to start addressing the infrastructure deficit, and
 - include a comprehensive suite of new policies to ensure planning in Uttlesford provides for high-quality development, helps to address the climate change emergency, supports biodiversity enhancement, etc.

Housing Need

35. NPPF (paragraph 61) makes clear that:

“To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for”.

36. The Council commissioned Justin Garnder Associates to prepare an Updated Local Housing Needs Assessment (2023) which identifies the Local Housing Need for Uttlesford, for the 2021-2041 plan period of **13,680 homes**.
37. To determine the level of additional housing to be planned for in the emerging Local Plan, consideration is needed for the current completions (houses that have reached a substantial level of construction), commitments (those with planning permission) and for a windfall allowance (a level of development that we can expect to come forward that are not allocated but that would otherwise be policy compliant). The figures as at 1st April 2023 are shown by Table 1.

Table 1: Housing Supply as at 1st April 2023 for 2021 to 2041 Plan Period

Type of Supply	Number of dwellings
Completions (1 st April 2021 to 1 st April 2023)	980
Commitments (as at 1 st April 2023)	5,800
Windfall Allowance (for plan period up to 2041)	1,500
Total	8,226

38. Please note that the commitments figure shown in Table 1 does not include any commitments (proposals gaining planning permission) since 1st April 2023 and it may therefore be expected the figure will increase. If this figure does increase this can be taken into account in preparing the final version (Regulation 19) plan for publication in summer 2024.
39. In addition to considering any existing and known housing supply (Table 1), it is also prudent to consider planning for some ‘headroom’ (i.e., planning for slightly more housing than the identified need). This provides for some flexibility and resilience and helps to ensure the Council is more likely to maintain a five-year supply of deliverable housing sites into the future.
40. The Draft Local Plan currently proposes **6,076 additional homes** (discussed in more detail below) which would provide for **14,356 homes** in total within the plan period 2021 – 2041. This equates to 676 homes above the identified housing need (of 13,680) or, roughly an 4.5% buffer. We can anticipate these figures will change in the final version (Regulation 19) plan as commitments may increase.
41. Inspectors examining Local Plans have regularly considered the provision of a reasonable amount of headroom in housing supply as an important factor when assessing the soundness of the plan. The Planning Inspectors presiding over the 2019 Plan made reference to the importance of planning for some headroom (or buffer); see paragraph 27 of this report (above).
42. Officers are not currently aware of any neighbouring authorities identifying a need for housing they cannot meet within their own areas.

Housing Allocations

43. The draft Local Plan makes provision for ‘strategic’ housing allocations (over 100 dwellings) and for some ‘non-strategic’ housing allocations (less than 100 dwellings). It is important that the Plan is compliant with national policy and guidance, is mindful of the findings of the previous Inspectors (who identified a need for more small and medium sized sites that could deliver homes in the short to medium term) and the role of communities and for neighbourhood planning.
44. The NPPF (paragraph 66) states that ‘strategic policies should also set out a housing requirement for designated neighbourhood areas which reflect the overall strategy for the pattern and scale of development and any relevant allocations’.

45. There are clearly a range of factors to consider in developing an approach for housing allocations. Another of note to Uttlesford is the fact that in the past (including within the proposed 2014 and 2019 Plans) there has been consideration for significant new Garden Communities of varying scales including for c. 5,000 and up to c. 10,000 homes.
46. It is likely that planning for Uttlesford in the long-term will need to give consideration to one, or more, Garden Communities; however, at present, this is considered less appropriate for the following reasons:
- the total level of additional housing to plan for in this Plan is for around 6,076 homes and on that basis it is not considered reasonable to plan for standalone new settlements of c. 5,000 homes or more, on a single site the Council needs to be mindful of the previous Inspector's (2019) comments to plan for more small and medium sized sites, including the need to be mindful of the role of neighbourhood plans and the related importance of supporting the viability and vitality of our most sustainable settlements, and
 - consideration is needed for delivering infrastructure improvements that benefit as many existing communities as possible as well as new residents to help to start addressing the deficit resulting from a protracted period with unplanned development.
47. Uttlesford will need to update its Local Plan every five years to ensure that it regains control of planning for its district and avoids the issues that have occurred in the past with speculative and piecemeal development. It is important a Plan is adopted as efficiently as possible in the short-term for all the reasons discussed in this report and that seeks to address the circumstances the currently emerging plan faces. However, that does not prevent a future Uttlesford Local Plan from considering longer-term and more strategic matters, such as planning for a new Garden Community. It is recommended that work on the next Plan, i.e., to follow the Plan currently in preparation, quickly, with adoption around 2030/31.
48. Consideration could be given to planning for some development (c. 1,500 homes) on sites that have longer term potential to become larger Garden Communities, but is questionable whether that is realistic without effectively signalling that the longer-term and larger development would come forward. If that is the case, any infrastructure associated with the larger scale of development should be considered before any decisions are taken for whether development should be allocated, even at a lower scale.
49. The approach to identifying site allocations is set out in the supporting Topic Paper. In simple terms, a long-list of sites (in excess of 400) were considered at a high-level and filtered, before shorter lists of sites were subject to more detailed consideration. In actual fact, there were more than enough potential development opportunities at the top two-tier settlements ('Key Settlements' and 'Local Rural Centres') to accommodate the identified level of growth. This ensures that any proposed allocations meet the objectives set earlier in this report and crucially, support sustainable development.

50. Reasonable Alternatives were developed as part of the Sustainability Appraisal (discussed more in the SA). Again, in simple terms, these considered higher and lower growth options at a number of the Key Settlements and Local Rural Centres mainly to facilitate a different scale of infrastructure delivery in each case. Some Local Rural Centres were not identified for any growth (see below). One standalone Garden Community was considered (at Ugley for c. 1,500) homes. The distinction between this site and the other proposed Garden Communities was its scale and that it wouldn't be suitable to support significant development in the longer term – which as discussed above, is considered more appropriate for consideration in a future Plan.
51. The process described above resulted in proposed site allocations at all three Key Settlements: **Great Dunmow**, **Saffron Walden** and **Stansted Mountfitchet** and three of the Local Rural Centres: **Newport**, **Takeley** and **Thaxted** (discussed more below).
52. There are no proposed strategic allocations proposed at three of the Local Rural Centres of Elsenham, Great Chesterford or Hatfield Heath for the following reasons:
- 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.
53. Ten strategic sites are proposed across the six settlements listed above and range in size from 74² to 1,636 dwellings as follows:

² One 'strategic' site falls below the 100 home threshold at Newport for 74 dwellings. However, this site is in close proximity to a second, larger site and it is considered appropriate to plan for these sites together to ensure they deliver coherent, comprehensive and high-quality development.

Great Dunmow:

- The provision of up to 869 dwellings, including affordable and specialist housing on high-quality development to the north-east of the town. The development will support a local centre organised around a new riverside park, to include a new primary school and additional bus facilities. The creation of extensive areas of green and blue infrastructure across the site, including an expansion of the existing woodland to the east of the site. New connections and increased permeability into the existing public rights of way network and wider rural landscape.

Saffron Walden:

- The provision of around 1,280 dwellings, including affordable and specialist housing on high-quality development to the south-east of the town. The development will make provision for a 3 form entry primary school and a new sixth form centre, along with a comprehensive package of infrastructure enhancements including a new link road between Thaxted Road and Radwinter Road, green open spaces, new healthcare and leisure facilities, and improved bus services. The site will also provide a network of legible pedestrian links and landscaped corridors that connect up open spaces and the wider public rights of way network with potential for a new Country Park in the vicinity of the town.

Stansted Mountfitchet:

- The provision of up to 390 dwellings, including affordable and specialist housing on high-quality development to the north of the settlement and outside of the Green Belt. The proposal will deliver a 2 form entry primary school, which helps cater for nearby development that is already consented, and contribute towards the expansion of the existing secondary school. The site will also provide a new community facility, to comprise either an educational, health or leisure function and to be located accessibly with regard to the existing settlement. New areas of green and blue infrastructure which link the settlement into the natural resources within the wider landscape. Enhanced pedestrian and cycle connectivity along Cambridge Road.

Newport:

- Two proposed allocations to the west of the village for up to 412 dwellings that will deliver high quality design which retains key views of St Mary's Church provides new landscaped and public open spaces, and an additional community facility to be located in close proximity to Newport Primary School. The site will also improve pedestrian crossing infrastructure at Wicken Road, with safe and convenient active travel links into the existing settlement along with allowing for the expansion of primary and secondary school. The provision of up to 412 dwellings, including affordable and specialist housing.

Takeley:

- The provision of around 1,636 dwellings, including affordable and specialist housing on development to the north and east of Takeley and including some land that falls within the Little Canfield parish. The proposal would be designed to deliver a single coherent and comprehensive development, providing for a new local centre, to include a new primary school, a new secondary school, as well as a healthcare facility. The development would include extensive open space, the expansion of Prior's Wood, improved pedestrian connectivity within the settlement and improved bus services with significant consideration for environmental protection and enhancement and sensitive planning for heritage assets with substantial buffers.

Thaxted:

- The provision of up to 489 dwellings, including affordable and specialist housing on high-quality development to the east of the settlement. The development will help to improve the viability of the settlement, support local businesses/ retailers and help to improve the viability of local bus services. There will be provision of a 1 form entry primary school on land sufficient to expand capacity to a 2 form entry school, subject to future demand. Safe, attractive and convenient active travel routes that connect the sites to Copthall Lane and the wider public rights of way network. Other infrastructure including enhanced landscape buffers and green corridors.

Other Areas:

54. An allowance is proposed for non-strategic sites (less than 100 dwellings) at our Larger Villages. Again, the methodology for this is set out in a supporting Topic Paper, but consideration was given to a range of factors including population change, planning commitments and the potential for development, including for constraints such as for the Green Belt. On that basis the proposed level of growth in each Larger Village (**Table 2**) varies and ranges from NIL to 115 for the period up to 2041.
55. Where communities wish to prepare neighbourhood plans, it is proposed that they could, if they wish to, take responsibility for any non-strategic allocations and bring those forward in future neighbourhood plans. It is suggested that these communities are asked to consider this matter and respond as part of the consultation. Where communities make a clear commitment to take responsibility for any non-strategic allocations, the Local Plan will not need to take any further action. If some communities do not wish to prepare a neighbourhood plan the Council will add any non-strategic allocations to the next version of the Local Plan, and work with those communities to do so.
56. For Smaller Villages, or any rural settlements below this tier (classified as Open Countryside), there is no expectation that any allocations, including non-strategic allocations, would be necessary. Limited infill development may come forward where consistent with policy. Communities preparing neighbourhood plans could make small allocations if they wished to.

57. If any of the Key Settlements or Local Rural Centres wanted to prepare neighbourhood plans and requested housing requirement figures, these would also be NIL as no additional allocations are required in addition to the proposed strategic allocations. This would not prevent these communities preparing neighbourhood plans and making small allocations if they wished to. In addition, windfall development may come forward where consistent with policy.

Table 2: Proposed Housing Requirement figures to be met through non-strategic allocations at Larger Villages within the Plan period to 2041.

Parish	Residual requirement to be allocated through non-strategic allocations (at 1 st April 2023)
Clavering	111
Henham	112
Birchanger	0
Little Hallingbury	0
Stebbing	109
High Easter	104
Felsted	95
Ashdon	41
Debden	92
Elder Street (Wimbish Parish)	115
Hatfield Broad Oak	111
Manuden	0
Great Easton	110
Total	1,000

58. **Table 3** sets out the level of proposed allocations and the existing commitments and completions (for the 2021 – 2041 plan period) and as at 1st April 2023. This helps to illustrate the distribution of growth between different tiers of settlements and the different settlements.

Table 3: Proposed Housing Allocations, along with existing completions and commitments as at 1st April 2023 for 2021 to 2041 Plan Period.

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

59. The total proposed housing supply (please note these figures will change for the Regulation 19 Plan) is for 6,580 homes to be delivered within the Key Settlements. This equates to around 43% of total planned supply. For the Local Rural Centres the total supply is 4,843 equating to around 31% and for the Larger Villages, the proposed allowance of 1,000 homes equates to around 6% of planned supply.
60. The figures outlined in **Table 3** are a result of several factors, including the availability and suitability of sites, the nature of any constraints and the potential to support the objectives for the Plan, described earlier in this Report, including the need to support sustainable development. We would however typically expect the greatest level of growth to be focused at the top two tiers of settlement, with a much lower level of growth at the Larger Villages, which is shown by the 43%, 31% and 6% distribution.

Employment

61. The Council commissioned the consultants ICENI to prepare an updated Economic Needs Assessment (2023) to inform the emerging Local Plan. This 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. These figures deduct employment needs associated with Stansted Airport, that meet a 'larger than local' need, which has already been met by a substantial permission at Northside (at Stansted Airport).
62. There are four proposed employment allocations in the Local Plan, which are listed below. These proposals meet the identified need in full and are located consistently in line with the updated evidence:

Gaunts End - Office uses of up to 4.5 hectares.

This meets the identified need in full by expanding an existing and established office development.

Saffron Walden (Land North of Thaxted Road/ Rear of Knights Road) – Industrial uses up to 3 hectares.

Meets the majority of the identified need (for up to 5 hectares) at Saffron Walden on land adjoining an existing retail park.

Great Dunmow/ Takeley (Land between A120 & Stortford Road) – Industrial uses of up to 15 hectares.

This site has good access to the A120 and falls between Great Dunmow and Takeley, thus being accessible by walking, cycling and public transport. It is proposed that a Mobility Hub is co-located on this site to help maximise opportunities for use of sustainable modes of travel.

Takeley (North of Takeley Street) - Industrial uses of up to 15 hectares.

This site is located close to Stansted Airport as necessitated by the evidence, whilst also being close to planned housing development to provide

opportunities for access via sustainable modes and falls within an existing public transport corridor and where the greatest opportunities for enhancing public transport exist.

Infrastructure

63. It is important the Local Plan makes appropriate provision for infrastructure as part of a coherent and comprehensive overall strategy. One of the objectives for the Plan should be to assist with addressing the infrastructure deficit that has arisen due to the prolonged period with no Plan and where there has been increased speculative and piecemeal development.
64. The proposed site allocations are accompanied by detailed Site Development Templates, which set out the detailed policy requirements the sites would be expected to deliver. This includes design parameters to help ensure the council delivers high-quality development, that gives consideration to protecting our important landscape, environment and heritage, as well as providing for biodiversity, open space, and for new services and facilities, including for health and education. The larger allocations would provide new local centres, that in some instances will include other community facilities along with giving consideration to highways, access and sustainable travel.
65. It is important to consider that the Draft Plan seeks to optimise a wide range of factors and in some instances some compromises may be necessary. For example, new development at Saffron Walden will help to address the infrastructure deficit that has arisen from piecemeal development, this includes the opportunity to provide a link road between Thaxted Road and Radwinter Road that is shown to have positive impacts on traffic flows in the town centre and creates the potential to improve the use of sustainable modes within the town. The development also allows us to provide a 3-form entry Primary School, which not only caters for the proposed allocation, but for other development that is already consented, along with an extensive range of other benefits including making contributions to a new Country Park.
66. Furthermore, new development at Saffron Walden also helps to ensure we continue to support the businesses, employers and retailers by increasing footfall in the town. However, we cannot plan for a new Secondary School, as that would need several thousand more homes and the Council would no doubt prefer to avoid having to transport pupils to an alternative town. For that reason, it is proposed that a new Sixth Form Centre is provided in Saffron Walden, which allows the existing Secondary School to cater for more pupils, whilst avoiding the need for pupils to travel elsewhere. This ensures that we can balance a wide range of factors and ensure that we plan effectively for the future of Saffron Walden. Secondary Schools operate successfully in many locations across the country with more than one physical site (as do nearly all Universities) however, officers appreciate the need to work with the education authority and schools to further develop the approach by the next version of the Plan (Regulation 19).

67. The Plan is also accompanied by a wide range of technical evidence, including the Infrastructure Delivery Plan, Water Cycle Study, Strategic Flood Risk Assessment, Transport Assessment, and others and these have been informed by engagement with a range of key stakeholders. This evidence will continue to be refined and updated, with further ongoing engagement, to inform the next version of the Plan (Regulation 19) in 2024, along with being informed by the consultation responses to the draft Plan.

Policies

68. The Draft Plan includes around 66 Core Policies (strategic policies) and around nine Development Policies (non-strategic policies). These fall into three main categories relating to the Spatial Strategy, the Area Strategies, and our thematic chapters that relate to: Climate Change, Environment and Transport; for Economy and Retail; and for Building Healthy and Sustainable Communities.
69. The policies set out in the Spatial Strategy are listed below and provide the overarching context for the plan as a whole:
- **Core Policy 1: Addressing Climate Change** – which sets out criteria for development to ensure it responds to the challenge of climate change appropriately
 - **Core Policy 2: Meeting Our Housing Needs** – which specifies the scale and location of new housing, ensuring development is built in the most appropriate locations
 - **Core Policy 3: Settlement Hierarchy** – which classifies the settlements in Uttlesford according to their role and service function
 - **Core Policy 4: Meeting Business and Employment Needs** – which specifies the scale and location of opportunities for economic growth to ensure that sufficient new jobs are provided across Uttlesford in appropriate locations, and
 - **Core Policy 5: Providing Supporting Infrastructure and Services** – which ensures that new services and facilities are delivered alongside new housing and employment.
70. The Area Strategy chapters help to provide a spatial dimension to the Plan and ensure that anyone interested in particular parts of the district can quickly understand what is being proposed in their areas. The chapters include some policies relating to any development proposals in these areas, including all the detailed requirements for the proposed allocations (the detail is provided in the Site Development Templates included in the Plan appendices). This ensure the allocations provide for high-quality development and provide for all the infrastructure and other considerations they need to. This chapter also includes policies relating to highways and green infrastructure.
71. The final area of policy inclusion within the plan is the three thematic chapters covering the Climate Change, Environment and Transport; for Economy and Retail; and for Building Healthy and Sustainable Communities chapters. These

chapters include over fifty policies are it isn't practical to consider them all within this report. They are designed to be comprehensive and reflect best practice, and are based on updated and proportionate evidence supporting the Uttlesford Local Plan. It is however important to stress that one of the significant advantages of publishing quite detailed draft policies for a full consultation, is to allow interested individuals and stakeholders to contribute to the process. The Council can use these responses, along with any further amendments to evidence, to help them make any revisions they consider are appropriate before preparing the next version of the Plan in 2024.

72. The following paragraphs provide a brief overview of some of the headline Policies, although they can be read in detail within the draft Plan document. Officers are aware there are a small number of policies missing from the current LPLG draft (most notably relating to planning for leisure and community facilities) and these will be added to the draft version of the Plan to be considered by Cabinet (16th October). It is intended that a note will be tabled ahead of the LPLG meeting (4th October) with details of any additionally proposed policies.

Affordable Housing

73. The Local Housing Needs Assessment identified that 261 households p.a. in Uttlesford are currently in affordable housing need, which equates to 38 % of the annual Local Housing Need figure for the district of 684 dwellings. However, the link between affordable and overall needs is complex and many of those identified as having an affordable housing need are already in housing and thus do not generate a net additional need for a home. If for this reason we exclude existing households, our annual affordable need would be 192 dwellings, which equates to 28 % of our annual Local Housing Need³.
74. The draft Viability Evidence identifies some challenges associated with planning for 40% affordable housing on all sites, and for that reason, and for the reasons relating to need, the draft Policy includes a proposed requirement for 35%. There will be an opportunity to refine the evidence following the consultation and so this proposal could potentially be amended, but at present, the emerging evidence suggests that 35% would be appropriate.

Climate Change

75. Climate Change represents one of the most significant challenges we face today and the Local Plan seeks to make a significant contribution. The Plan includes a number of policies designed to ensure that new development will achieve the highest possible standard of carbon reduction relating to:

Core Policy 23: Net Zero Operational Carbon Development
Core Policy 24: Overheating
Core Policy 25: Embodied Carbon
Core Policy 26: Renewable Energy Infrastructure

³ Justin Gardner Consulting, 2023, Local Housing Needs Assessment. Available at: <https://www.utlesford.gov.uk/localplanevidence>

76. These policies are based on updated evidence, which benefit from a range of authorities who have successfully adopted climate change policies in recent months, including in Central Lincoln and Bath and North-East Somerset. The draft policies also benefit from work undertaken recently by Essex County to assist Local Planning Authorities across Essex to develop similarly effective policies. Furthermore, the draft policies have been considered in the draft viability evidence informing this Plan and found to be deliverable.

Countryside Protection Zone

77. The Uttlesford 1995 Local Plan introduced a 'Countryside Protection Zone' (CPZ) policy that identified land parcels around the airport that would be protected from development in order to safeguard the 'rural' nature and setting of Stansted. It was also included in the 2005 Local Plan. This has been partly successful and despite significant development at the airport, now the Country's second busiest airport, its surroundings remain predominantly rural.
78. This plan is seeking to support sustainable development, and thus it is important that any strategic housing and employment development is located where they reduce the need for travel and maximize opportunities for sustainable travel choices, such as walking, cycling and public transport. 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.
79. It is considered that the approach proposed strikes an appropriate balance between preserving the rural setting of the airport, which supports sustainable development in accordance with national and local priorities to support the climate change emergency. The Plan appendices include maps showing the CPZ area as set out in the 2005 plan and as proposed to be amended by the draft Plan.

Draft Uttlesford Local Plan 2021 – 2041 (Regulation 18)

Draft Version for LPLG September 2023

CONTENTS PAGE

Contents

Chapter 1: Introduction.....	2
Chapter 2: Spatial Portrait	10
Chapter 3: Spatial Vision and Objectives	24
Chapter 4: Spatial Strategy	27
Chapter 5: North Uttlesford Area Strategy	49
Chapter 6: South Uttlesford Area Strategy	63
Chapter 7: Thaxted Area Strategy.....	82
Chapter 8: Rural Area Strategy	92
Chapter 9: Climate Change, Transport and the Environment.....	102
Chapter 10: Economy and Retail	150
Chapter 11: Building Healthy and Sustainable Communities	166
Chapter 12: Monitoring and Implementation	190

The Purpose of the Draft Local Plan Consultation

Your views and ideas are especially important to us to help shape future development in Uttlesford. This includes good quality and affordable housing, jobs, safe, healthy and active communities with green and pleasant environments and supporting services and facilities. Therefore, comments on this draft Local Plan are essential to the process of plan preparation and critical to ensuring we develop the best plan for the district. The comments made by the public and other interested parties will help us to shape the final version of the plan to be published in the Summer of 2024.

We will be consulting on this document for a period of 6 weeks from Friday 3rd November 2023 to Friday 15th December 2023. We will also hold public drop-in sessions attended by members of the planning team. You can find out more about getting involved on our website, in local community publications and in local newspapers.

Further Community Stakeholder Forum events will be held to gather comments on the Draft Plan – the details of the events will be available via the consultation webpage (see below). We want to make the process as simple and as engaging as possible to enable everyone in the community who wants to contribute to the plans preparation, to be able to do so.

Please provide your comments to us by Friday 15th December 2023. The online portal is the preferred platform for comment and available on our website [\[insert link\]](#). Comments may also be provided by:

- Email: localplan@uttlesford.gov.uk
- Letter: Uttlesford District Council, Council Offices, London Road, Saffron Walden, CB11 4ER.

If you require any assistance, please telephone 01799 510 510.

1: Introduction

What is the Uttlesford Local Plan 2021 to 2041

- 1.1 Uttlesford District Council has started the process of developing a new Local Plan for the district, which will replace the existing Adopted Local Plan 2005. The Local Plan is at the heart of the planning system, putting forward the **Spatial Vision** and **Strategic Objectives** for addressing climate change and setting out the Council's **Spatial Strategy** for meeting future development needs, including proposed site allocations, design principles and development management policies by which planning applications will be judged.
- 1.2 The aim of the Plan is to address the social, economic and environmental needs of the district, identifying positive opportunities for new homes, jobs, community facilities and infrastructure. To this end, the Local Plan will ensure future growth is accommodated in a sustainable manner by:
- conserving and enhancing the natural and historic environment
 - placing climate change mitigation and adaptation at the heart of the strategy
 - achieving well-designed and aesthetically beautiful developments
 - supporting the local economy and future economic opportunities,
 - ensuring that development is accompanied by supporting infrastructure, such as new services and facilities, and
 - maintaining and enhancing the quality of life of residents and future generations.
- 1.3 The proposed **Spatial Strategy** and policies within this Local Plan respond to the issues and opportunities affecting the district, identified through detailed evidence being gathered or from previous stages of consultation, or by working with key stakeholders. The consultation into this draft Local Plan is an important stage in its development and any comments will help inform the next stage of the document to be published in the Summer of 2024.
- 1.4 Within the document, our policies are labelled as either 'Core' Policies (which are strategic policies) or, 'development' policies (which are non-strategic). The Core (or Strategic) Policies set out appropriate scales of development, and other key requirements to inform how development comes forward that are important for the district as a whole. The Development (or nNon-Strategic) Policies provide a finer grain of detail and are generally more localised in their nature. Together, these policies will give the Council the basis upon which to shape how development comes forward to help meet the **Spatial Vision** and **Strategic Objectives**.
- 1.5 The Local Plan, once adopted, will form part of the statutory development plan for Uttlesford (see below) and will be used to inform decisions on planning applications across the District, unless material considerations indicate otherwise.

Background

- 1.6 The Council began work on a new Local Plan in 2020 when we published the issues and options consultation. This consultation closed on 21 April 2021, and sought views on the following main themes:

- Where we live
- Character and heritage
- Climate change
- Transport
- Leisure, culture and healthy lifestyles
- Biodiversity
- Local economy
- Homes, and
- Creating new places.

1.7 The Council also set up a Community Stakeholder Forum (CSF) to seek local residents' and interested parties' views and ideas on these themes. The outcome of the consultation and workshops can be found in a separate consultation statement report available on our website¹. These comments were used to develop the **Spatial Vision** and **Strategic Objectives** of the plan and have fed directly into the Draft Local Plan (Regulation 18), i.e., this stage of the plan's preparation.

1.8 This Regulation 18 document sets out the Council's emerging draft Local Plan and preferred **Spatial Strategy** for consultation. We want people to engage fully in this process so that responses can be fed into the next key stage of the plan making process - the 'Publication' version of the plan, to be published in the summer of 2024 (known as the 'Regulation 19' process). It is envisaged that the Publication version of the plan will be submitted to Government at the end of 2024. So, this consultation in 2023, is a key opportunity to shape future sustainable growth in Uttlesford for its long-term future.

1.9 A Local Plan was previously submitted to the Secretary of State in 2019 but later withdrawn following concerns being raised by the Inspectors. The Inspectors letter is available on the Council website².

1.10 The Inspectors' main concerns regarding the withdrawn plan, included:

- not enough houses would be built in the early years of the plan – and we should allocate more small and medium sized sites to deliver early in the plan period
- the number of new settlements continuing to be built beyond the plan period resulted in an inflexible long-term strategy – we should allocate fewer new settlements that extend beyond the plan period
- costs, viability, and deliverability concerns – we should ensure that the plan is supported by work that demonstrates its deliverability, and
- the Sustainability Appraisal (SA) did not assess an option with a smaller number of new settlements – we should ensure that the SA for this plan considers all reasonable alternative options.

1.11 The Inspectors also stated that the primary consideration for the Council would be to allocate more small and medium sized sites which could deliver homes in the short to medium term and help to bolster the 5-year housing land supply, until any new communities begin to deliver housing later in the plan period.

¹ <https://www.uttlesford.gov.uk/Consultation-and-the-Community-Stakeholder-Forum>

² <https://uttlesford.moderngov.co.uk/documents/s17756/Appendix%201%20-%20Inspectors%20Letter.pdf>

1.12 Given the Inspectors concerns over the plan submitted in 2019, it is particularly important the currently emerging Plan (the Local Plan 2041) is capable of being demonstrably sound and can be adopted without delay.

Why are we Producing a New Local Plan?

1.13 In addition to the reasons stated above, the Council's current Local Plan was adopted in 2005 and is undoubtedly now out-of-date. It is almost twenty years since the last plan was adopted. Since 2005, national policy and legislation has changed many times, including the introduction of the National Planning Policy Framework (NPPF) in 2012 and subsequent amendments, which substantially changed the Government's approach to planning. This new national policy includes a requirement to review and update Local Plans every five years.

1.14 Furthermore, a new approach to calculating housing need, the number of new homes required within a Local Authority area, was introduced, known as the 'standard methodology' in July 2018.

1.15 In the absence of an up-to-date Local Plan, the Council has much less control over planning for its district than is desirable and appropriate for it as a 'Place Maker' under planning legislation and regulation and the policy 'presumption in favour of sustainable development' will generally apply. This presumes that development proposals will be approved unless they are fundamentally contrary to national policy. Without an up-to-date Local Plan, the Council's ability to do the following is more restricted:

- develop, or use its own policies to influence development in the district, including, for example making an appropriate contribution to delivering affordable housing
- develop, or implement its own strategy to shape development in the district, helping to ensure this is sustainable
- influence the delivery of infrastructure, ensuring that proposals make an appropriate contribution to the right type of services and facilities that are needed in the district or being delivered in the right places – it's much more difficult to plan effectively for infrastructure where speculative and unplanned development comes forward in a piecemeal manner, and
- ensuring that development makes an appropriate contribution to tackling climate change, delivering biodiversity net gain, and any other planning related policies the Council may wish to develop.

The Development Plan

1.16 The Local Plan 2041 prepared by Uttlesford District Council will be used to inform decisions on planning applications across the district, in conjunction with any Development Plan Documents (DPD's) relating to minerals and waste prepared by Essex County Council, and any Neighbourhood Plans prepared by the community.

1.17 These documents together make up the 'Development Plan' for the district (**Figure 1.1**). All planning applications will be determined in accordance with the 'Development Plan' taken as a whole, unless material considerations indicate

otherwise.

1.18 The Development Plan for Uttlesford District includes the Essex Minerals Local Plan (MLP) and the Essex and Southend-on-Sea Waste Local Plan (WLP) prepared by Essex County Council as the Mineral and Waste Planning Authority (MWPA). These local plans set out the policy framework within which minerals and waste planning applications are assessed and explicitly require local planning authorities to consult the MWPA on all applications for non-mineral and non-waste related developments proposed within designated Mineral Safeguarding Areas, Mineral Consultation Areas and Waste Consultation Areas. This is to ensure those developments would not unnecessarily sterilise mineral resources or conflict and compromise the operation of permitted (and planned) minerals and waste developments and infrastructure.

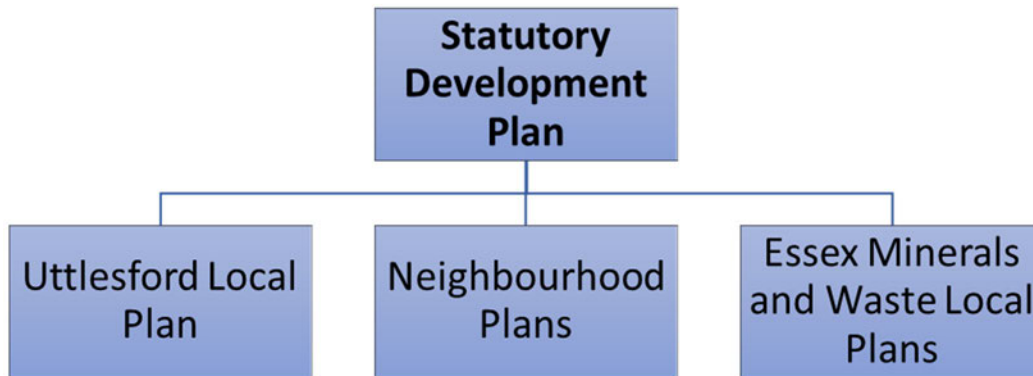


Figure 1.1: An illustration of the documents that make up the Uttlesford Development Plan

1.19 It is a legal requirement that Local Plans are monitored and reviewed regularly to ensure that they are kept up-to-date. Once the Local Plan has been adopted it will be reviewed every 5 years to ensure that the **Spatial Vision** and **Strategic Objectives** are being met.

Neighbourhood Planning

1.20 Neighbourhood Plans can be prepared by either Town or Parish Councils, or a Neighbourhood Forum and make up part of the 'Development Plan' for the district as described above. They can provide an important layer of planning for local areas and set out in more detail how a community wishes to see its area develop. There are currently 8 Neighbourhood Plans 'made' in Uttlesford for the following communities:

- Ashdon
- Felsted
- Great and Little Chesterford
- Great Dunmow
- Newport and Quendon & Rickling
- Saffron Walden
- Stebbing
- Thaxted

1.21 Where Neighbourhood Plans are prepared they must be in general conformity with the 'strategic' policies set out in the Uttlesford District Local Plan 2021-2041 (these are referred to as 'Core Policies') in accordance with the Neighbourhood Planning (General) Regulations 2012³.

1.22 The Council will continue to support communities who wish to prepare Neighbourhood Plans. Details of how the Council can help with the preparation of plans are set out on the Council's website⁴. We encourage communities to consider this draft Local Plan, since being in conformity with it, will help to future proof their Neighbourhood Plans.

1.23 This Plan does identify 'housing requirement' figures for our Larger Villages and so there is an opportunity for these communities to take responsibility for planning for any 'non-strategic' (less than 100 homes) sites, if they wish to. This is discussed more in Chapter 8: Rural Area Strategy.

National Planning Policy

1.24 The NPPF sets out the Government's planning policies for achieving sustainable development and is complemented by the Planning Practice Guidance (PPG) which provides additional guidance for practitioners. The Framework sets out four elements of soundness that Local Plans are considered against when they are examined. To be sound, a plan must be:

- **Positively prepared** - The plan is based on a strategy which seeks to meet development and infrastructure needs
- **Justified** – The plan is the most appropriate strategy when considered against reasonable alternatives, based on proportionate evidence.
- **Effective** – The plan is deliverable over its period and based on effective joint working on cross-boundary strategic priorities, and
- **Consistent with National Policy** – The plan enables the delivery of sustainable development.

1.25 The Council is aware of potential and emerging national policy changes however notes that 'transitional arrangements' state that:

- Local Authorities have until 30 June 2025 to submit plans under the existing legal framework, and
- Local Authorities have until 31 December 2026 for their plans to be adopted, with all independent examinations also having been completed by this point.

1.26 Local Authorities are being actively encouraged by the Government to continue

³ The Neighbourhood Planning (General) Regulations 2012, SI 2012/637
<https://www.legislation.gov.uk/uksi/2012/637/contents/made>

⁴ <https://www.uttlesford.gov.uk/article/4917/Community-led-planning>

the preparation of Local Plans under the current framework, to ensure a smooth transition to the new system. The Council has committed to the preparation of a new Local Plan under the current system and to submitting this plan for examination prior to the deadline outlined above.

Statements of Common Ground

- 1.27 In developing the Local Plan, the Council has worked collaboratively with adjoining authorities, Essex County Council and other organisations (known as 'duty-to-cooperate' bodies) in responding to cross-boundary and strategic issues. This ensures the Council meets its 'Duty to Co-operate', which is a legal requirement of the plan making process. This collaboration has sought to resolve issues of a strategic nature and to ensure strategic priorities are coordinated and reflected in the Local Plan. The main matters addressed relate to transport, education, London Stansted Airport, and the recreational impact on Hatfield Forest.
- 1.28 Further details on the extent of collaboration can be found within the Statements of Common Ground, saved on the Council's website here⁵.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.29 The Sustainability Appraisal (SA) process tests how the plan, its spatial strategy, allocated sites and policies achieve sustainable development. The concept of sustainable development was described by the 1987 Brundtland Commission Report as 'development that meets the needs of the present without comprising the ability of future generations to meet their own needs'⁶.
- 1.30 Under the Planning and Compulsory Purchase Act 2004 the SA process in respect of development plans is mandatory. It is also necessary to conduct an environmental assessment in accordance with the requirements of the Strategic Environmental Assessment Directive (SEA) (European Directive 2001/42/EC). It is a legal requirement for the Local Plan to be subject to SA and SEA throughout its preparation but using a single appraisal process is appropriate.
- 1.31 The SA, incorporating the SEA, has been undertaken as an integral part of preparing this draft Local Plan and will assist with arrangements for monitoring and implementation at submission stage.
- 1.32 Full details of the iterative approach applied and the assessment outcomes can be found in the Interim Sustainability Appraisal Report of the Draft Uttlesford Local Plan (October 2023)⁷.

⁵ <https://www.uttlesford.gov.uk/duty-to-cooperate> TO BE UPDATED

⁶

World Commission on Environment and Development, 1987, Our Common Future

⁷ <https://www.uttlesford.gov.uk/article/4946/Sustainability-appraisal>

Habitats Regulation Assessment

- 1.33 The designation, protection and restoration of European wildlife sites is embedded in the Conservation of Habitats and Species Regulations 2017, as amended, which are commonly referred to as the 'Habitats Regulations'. Importantly, the most recent amendments (the Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019) take account of the UK's departure from the EU.
- 1.34 The Local Plan should be assessed in accordance with the Habitats Regulations to consider whether the policies or proposals are likely to have a significant effect on any habitats or species protected under the regulations located in or close to Uttlesford.
- 1.35 Assessments will be published at each stage in the Local Plan process. This draft plan is accompanied by the first stage in the process - a Screening Assessment and can be found on our website⁸.

Evidence Base

- 1.36 The Plan is accompanied by a wide range of evidence to support its preparation. The evidence is proportionate to the scale and stage of the Plan, as advised by national planning policy and guidance. All evidential studies are available on the Council's website⁹.
- 1.37 Further evidence will emerge following this consultation, and this will contribute to the next version of the plan. Any changes to the plan as a result of this consultation, or any new or revised evidence, will be clearly explained and justified at the next stage.

What Happens Next?

- 1.38 Following this consultation in autumn 2023, we will review and take all comments submitted into account. Together with any further emerging evidence, and ongoing engagement, these views will help us to prepare the final version of the Plan that the Council wishes to submit to the Secretary of State (the Publication Version of the Plan). This will comprise the next stage of the plan's preparation and will be published for a further six-week period (the Regulation 19 stage). At that stage, any comments received will be submitted to the Secretary of State, alongside the Plan and the supporting documents.
- 1.39 Regulation 19 is the formal consultation stage of the plan making process prior to it being submitted to the Government who will appoint an independent Planning Inspector to preside over an Examination into the Plan.
- 1.40 Should the plan be "found sound" following its Examination it will be formally adopted and become part of the Statutory Development Plan for Uttlesford District Council.

⁸ <https://www.uttlesford.gov.uk/article/4937/Environment>

⁹ <https://www.uttlesford.gov.uk/localplanevidence>

- Issues and options Completed
- Draft Local Plan (Regulation 18) October 2023
- Submission Plan (Regulation 19) Summer 2024
- Submission to Secretary of State Winter 2024
- Examination 2025
- Adoption Early 2026

2: Spatial Portrait

Introduction

- 2.1 This Chapter provides an overview of the policy context that has informed the preparation of Plan and summarises some of the key challenges and opportunities the Plan needs to help address. These inform the **Spatial Vision** and **Strategic Objectives** set out in Chapter 3 and in turn the remainder of the Plan.

Policy Framework

National

- 2.2 This Plan has been prepared in accordance with the Government's National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). The plan has also considered other Government policy such as: the Environment Act 2021 and emerging policies that address climate change and energy efficiency. It is acknowledged that the Government have signalled there will be changes to the planning system, however this Plan is being prepared under the current legislative and policy framework (this is discussed more in Chapter 1).

Uttlesford and Beyond

- 2.3 **Regionally**, located in the north-western corner of Essex, Uttlesford borders three counties and shares planning issues and economic opportunities. The influence of the Oxford-Cambridge Arc touches the district as an outlier of the 'Cambridge phenomenon' and the dynamism and entrepreneurship stemming from the universities, science and biomedical research and business parks. The location of Uttlesford in the context of the supporting local authorities is shown in Figure 1.1.
- 2.4 Looking eastwards, the region continues to experience rapid economic growth, with an economy worth over £73bn, 320,000 new homes and 165,000 new jobs planned in the next 15 years. The region is a gateway between businesses in the Midlands, London and the North, and internationally. Its diverse economy has proved resilient with world class life sciences, clean energy, and agri-tech sectors, as well as ports, logistics and transport, digital and creative industries, financial services, and tourism. The vision of the regional umbrella transport organisation, Transport East¹, is for a thriving economy with modern, efficient, safe, and low-carbon transport network and a strategy based on:
- decarbonisation (transport generates 42% of carbon emissions in the region)
 - connecting growing towns and cities
 - unlocking international gateways, and
 - energising coastal and rural communities, including an evolving programme for connecting dispersed settlements.

¹ <https://www.transporteast.gov.uk/>

Neighbouring Authorities

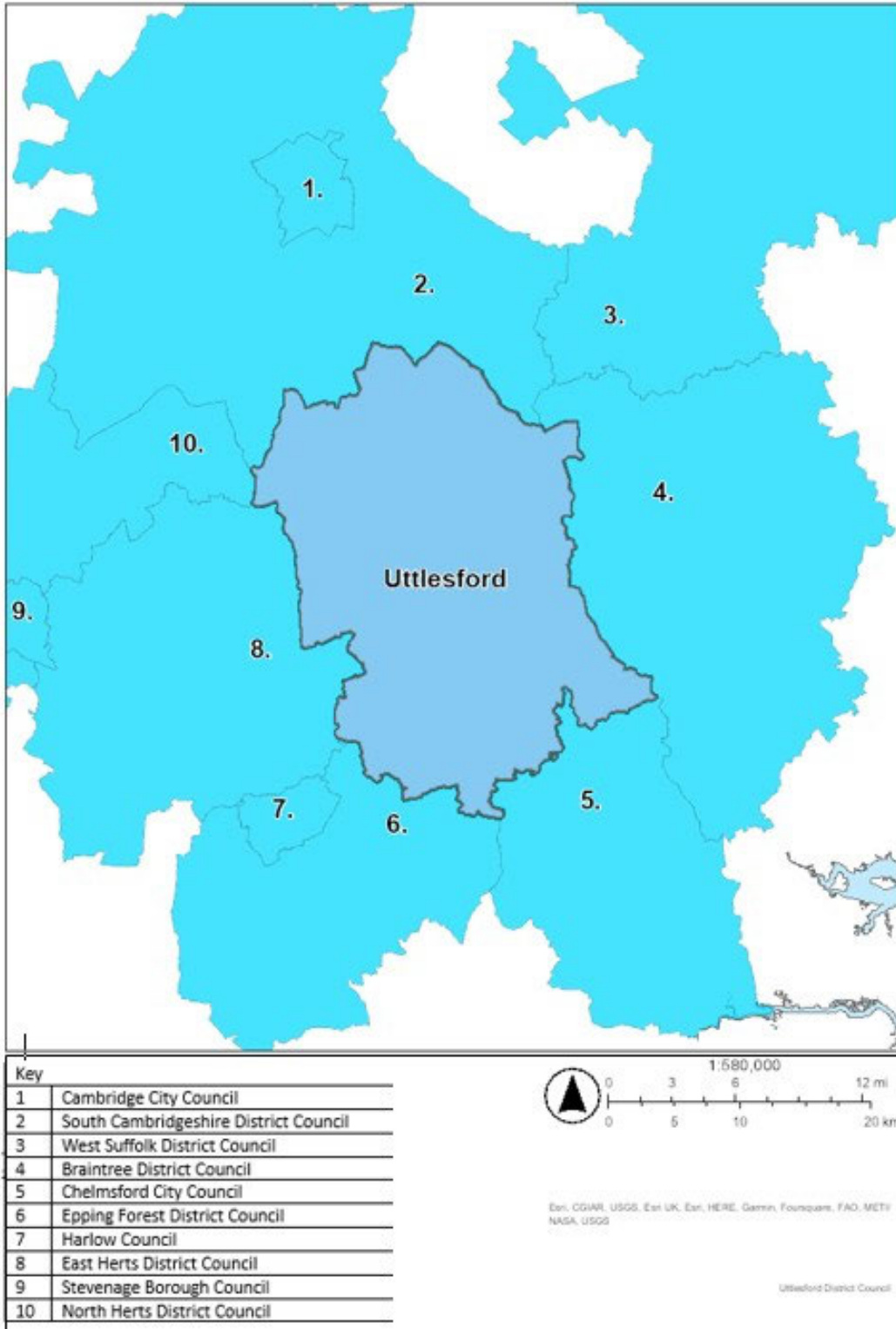


Figure 1: Uttlesford and its surrounding local authorities

2.5 The **South East Local Enterprise Partnership (SELEP)**² which includes Uttlesford covers a wide area from Essex to Kent and east Sussex, with the Cambridge and Peterborough LEP bordering Uttlesford to the north. The SELEP Economic Recovery and Renewal Strategy, *Working Together for a Faster, Smarter and More Sustainable Economic Recovery* has seven objectives:

- support business innovation
- drive trade and growth
- deliver a skilled workforce
- improve digital and physical connectivity
- clean growth at the heart
- support equality, and
- promote greater resilience in our places.

2.6 Government funding for LEPs is ending in 2024 although LEP's can continue locally if they choose to do so.

2.7 The North Essex Economic Board (NEEB)³ represents the economic ambitions of seven North Essex authorities – Braintree District Council, Chelmsford City Council, Colchester City Council, Essex County Council, Maldon District Council, Tendring District Council and Uttlesford District Council – catalysing collective action to drive economic prosperity within all parts of the urban, rural and coastal region. It provides the strategic oversight of North Essex's diverse, inclusive and productive economic priorities, ensuring tangible actions are delivered to support residents' and businesses' goals and aspirations. Promoting the region's potential, the NEEB presents the strong strategic rationale for further central government and private sector investment, needed to deliver North Essex's long-term ambitions.

There are four key strategic priorities:

1. Innovative Businesses and Skilled Residents
2. A Green and High Growth Economy
3. A Dynamic and Connected Region
4. Prosperous and Inclusive Communities

2.8 **Stansted Airport** has a significant impact on the district, with the area around it experiencing considerable housing and employment pressure, with accompanying transport challenges. Owned by the Manchester Airports Group (MAG) it is required to prepare a Master Plan for its ground-based transport activities and to help provide the rationale for the transport investment necessary to enable its growth.

2.9 MAG's overall ambition is to create positive airline relationships, world class facilities and service; to improve the airport's competitive position over the long term, making the most effective use of the runway and infrastructure to help provide more choice of destinations and airlines. The Airport commits to minimise the impact of noise and to invest in energy efficient and low carbon technologies with the aim for airport operations to become carbon neutral. Its expansion plans will have significant impact on local employment opportunities and economic spin-off, including the consented Northside site for 65,000m² employment uses. There are associated plans for improvements to long distance bus and rail services, the motorway junction and local road network, to ease the growing traffic congestion. Access to and around the



airport at Junction 8 and from the A120 are potential constraints to growth without early mitigation in the short-medium term.

- 2.10 The **railway line** from London to the region has a spur to Stansted Airport and connects Uttlesford's western sector with five stations on the West Anglia main line, benefitting airline passengers and commuters to London or Cambridge.
- 2.11 Essex County Council has several initiatives that impact on Uttlesford's spatial growth strategy. The County Council is a key partner in its strategic role for infrastructure and service provision and as the Highway Authority, Lead Local Flood Authority, lead authority for education, Minerals and Waste Planning Authority, lead adviser on Public Health, responsibilities for adult social care (housing needs of older people and adults with disabilities), and the provision of libraries. Since 2020 it is playing a leading role for Essex authorities by delivering the recommendations of the Essex Climate Action Commission.
- 2.12 Across Essex the **Planned Housing Growth** over the next 20 years is for around 160,000 dwellings. The County Council draws on considerable experience in supporting Districts in master planning, stewardship of environmental and community infrastructure, and urban design and strategic issues through the long-established Essex Design Guide and with a focus on garden community principles and working toward net zero carbon emissions.
- 2.13 The County Council in its role as the **Highways Authority** is reviewing policy on street hierarchies and technical design standards and exploring how to emphasise sustainable travel, particularly given the rural nature of much of the north of the county. In November 2022, the County Council commenced updating the **Local Transport Plan (LTP4)** to 2050⁴. This first stage is aiming to achieve milestones against four strategic themes:
- decarbonisation
 - supporting People: Health, Wellbeing, and Independence
 - creating Sustainable Places and Communities, and
 - connecting People, Places and Businesses.
- 2.14 Wider in scope are two separate but related projects looking at the overall 'health and wellbeing' aspects of **Liveable Neighbourhoods Implementation Planning** and the **Walkable Neighbourhoods** project funded by the Climate Action Commission, on how to encourage walking and cycling to access services, leisure activities and places of employment. This resonates with the emerging Design Code for Uttlesford which challenges low density neighbourhoods and dominance of public space by the car. The **School Streets Commission** deals with creating safe routes to schools and School Safety Zones around new schools.
- 2.15 The **Essex Climate Action Commission (ECAC)** was set up in mid-2020 to address the national Climate Change Commission goals to achieve net zero carbon by 2050⁵. The Commission comprises around thirty experts from a range of professions covering new and existing buildings, heritage areas, biodiversity and the environment, flooding, behaviour modification, larger scale development and public realm, sustainable transport, schools and fuel poverty. Its first report in July 2021 set

⁴ Essex County Council. Local Transport Plan 4, 2011, [REDACTED]

⁵ Essex Climate Action Commission, Net Zero: Making Essex Carbon Neutral (2023)

out more stretching carbon and greenhouse gas reduction targets than the Government's to lead and quicken the pace to carbon emission reduction in the county. The reports recommendations are now incorporated into a Climate Action Plan with a focused delivery programme over the coming years.

Uttlesford Today

- 2.16 Uttlesford is a large rural district located in the northwest corner of the historic county of Essex. It covers a total land area of around 250 square miles and has a population of just over 91,000. The district is situated along the M11 trunk road, which runs from north to south and connects Cambridge and London. Additionally, the A120 crosses the district from east to west, connecting it to Braintree in the east and Stansted Airport and Bishops Stortford at Junction 8 of the M11 in the west of the district.
- 2.17 Since 2011, the population of Uttlesford has grown at a rate of 14.9%, which is faster than the average for England as a whole, which has grown by 6.6%. There are of course other Council areas that have grown more than Uttlesford, including nearby Cambridge that has grown by 17.6% over the same period.
- 2.18 The age structure of Uttlesford shows the proportion of people aged 65 and over has increased by 36%, since 2011. In 2021, 20.2% of people in Uttlesford were aged 65 and over, compared to England's average of 18.6%. Uttlesford is a dispersed district, ranking as the sixth least densely populated area in the east of England and roughly equates to one person living on each football pitch-sized area of land. The population is distributed so that approximately 40% of people live in the three most populous settlements: Saffron Walden, Great Dunmow, and Stansted Mountfitchet. The remaining population resides in the surrounding rural hinterlands, comprised of numerous hamlets and villages of varying sizes.
- 2.19 Uttlesford is an affluent area, which is ranked the 8th least deprived local authority in England⁶. The median house price for the district in 2022 was £459,000, which is 67% above the national average⁷. House prices in Uttlesford have increased by 62% (from £176,000) over the last decade. This sharp increase in house prices, in line with the national trend, has worsened the ratio between house prices and full-time earnings in the district, as measure in terms of wages. This has meant that the median house price in Uttlesford has become 13.2 times higher than median full-time earnings⁸.
- 2.20 The three key settlements provide the focal points for and main service centres to the surrounding rural Hinterlands.
- 2.21 Saffron Walden is in the north-west corner of the district and is the largest town in Uttlesford and forms the main administrative and commercial centre for the district. It has a population of 17,018, as of 2021, and is a good example of a preserved medieval market town with a wealth of listed buildings. The town forms a nucleated settlement, focused on a market square and common, which sits within a bowl on the rolling landscape of the river Cam. Saffron Walden is located next to Audley End Estate that makes up much of the land surrounding the town.

⁶ ONS (2019) Mapping income deprivation at a local authority level. Available online: <https://www.ons.gov.uk/releases/mappingincomedepriationatalocalauthoritylevel2019> (Accessed 28.04.2023)

⁷ Jgconsulting (2023) Local Housing Needs Assessment [ADD LINK](#).

⁸ Jgconsulting (2023) Local Housing Needs Assessment. [ADD LINK](#)

- 2.22 Great Dunmow is the second largest settlement in Uttlesford, it is a market town and the focal point for the south-eastern part of the district. It is characterised by an historic settlement core centred on Parsonage Downs and the High Street. The town contains a variety of building styles and periods including 16th and 17th century housing, a former Guild Hall and numerous 19th century houses. It too has a large inventory of listed buildings. The town sits along the A120 corridor on the midpoint between Bishops Stortford and Braintree.
- 2.23 Stansted Mountfitchet is the third largest settlement in Uttlesford. It has an historic core and with the construction of the railway the village increased in size. The 20th and 21st centuries have seen considerable development south of the railway line, especially with the redeveloped Rochford nurseries. The village is located just north of Bishops Stortford and to the west of Stansted Airport, having extensive connections to the M11 and A120 transport corridors.

Key opportunities and challenges:

- providing sufficient housing including affordable housing for people to rent and to part-purchase through shared ownership schemes
- providing specialist housing and social care infrastructure to meet the needs of an ageing population
- to redress the balance of dwelling sizes by increasing the number of smaller properties in accordance with the latest evidence
- improving access to a greater range of sports and cultural facilities particularly for young people
- to ensure a balance of sustainable growth which protects countryside around the key settlements and the airport from encroachment by new development, and
- to develop and continue to sustain the creative and cultural economy in the district.

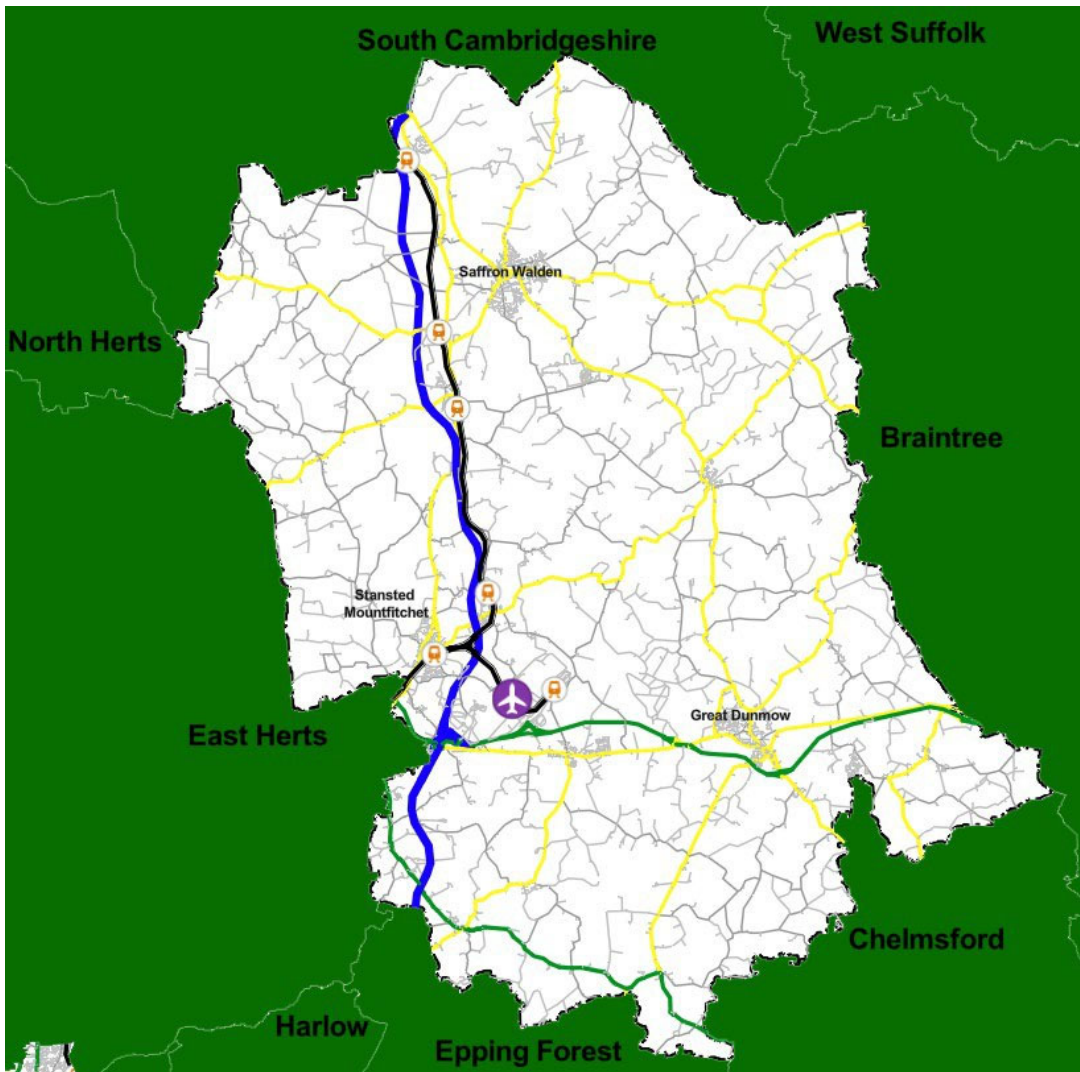


Figure 2.1: Contextual Map of Uttlesford

Environment

- 2.24 Part of the district is located on a low ridge of chalk hills that run from the southwest to the northeast of the district through rolling countryside. This makes for a globally unique⁹ fluvial environment in the district of chalk streams, which are shown in **Figure 2.2**. There are two chalk streams in Uttlesford which are one of the rarest habitats globally, and around 85% of these are found in England. Currently, only a small section of the chalk streams in Uttlesford are designated as a conservation area, this being Debden Water SSSI.
- 2.25 Uttlesford also includes a range of important sites and habitats that help support biodiversity. They are recognised from a range of local and national designations. Examples of designated sites in Uttlesford include Sites of Special Scientific Interests (SSSI) and non-statutory protection through National Nature Reserves (NNR) and County Wildlife Sites (CWS). There are 14 nationally designated sites in the district, consisting of 12 SSSI's, 2 NNRs and 4 CWS's: set out in Table 2.1.

Table 2.1: Sites of Special Scientific Interest, National Nature Reserves and County Wildlife Sites of Uttlesford

<u>Sites of Special Scientific Interest</u>	<u>National Nature Reserve</u>	<u>County Wildlife Sites</u>
Hales and Shadwell Woods	Hatfield Forest,	Rushy Mead Nature Reserve
Debden Water	Hales Wood	West Wood Nature Reserve
High Wood		Shadwell Wood Nature Reserve
Little Hallingbury Marsh		Aubrey Buxton Nature Reserve,
Garnetts Wood / Barnston Lays		
Ashdon Meadows		
Hall's Quarry		
Nunn Wood		
Quendon Wood		
Elsenham Woods		
Hatfield Forest		
West Wood		

- 2.26 Hatfield Forest is located just south of Stansted airport and it extends over 403ha of mixed deciduous woodland and parkland. It was notified as an SSSI in 1985, is the largest SSSI in Uttlesford and it is the only remaining example of an intact Royal Hunting Forest. The woodland extends just beyond the SSSI designation at 424ha. It is a truly unique landscape which is a mix of wood pasture, semi natural broadleaved woodland, scrub and plantation woodland¹⁰. The woodland is managed by the National Trust and is an important recreation resource in the district. It currently faces pressure from visitors, particularly in winter months where paths can be damaged contributing towards habitat loss¹¹.

⁹ Skykes, T., Gething, K. and Stubbington, R. (2022) Why does the protection of 'England's rainforest's matter so much? World Economic Forum. Available at: [REDACTED] (Accessed: 27.04.2023).

¹⁰ Clarke. A. (2015) Hatfield Forest 5 year conservation management plan.

¹¹ Saunders et al (2018) Hatfield Forest Visitor Survey and Impact Management. Footprint Ecology. Available at: <https://www.harlow.gov.uk/sites/default/files/documents/EX0033%20->

2.27 A climate and ecological emergency was declared in Uttlesford in 2019¹². This committed us to achieving net zero by 2030 in the Council's operations and to protect and enhance our local biodiversity. Biodiversity focus and action in Uttlesford has mainly been confined to conservation areas however there are examples of thriving biodiversity in other locations. The district's chalk streams are a growing area of biodiversity concern¹³.

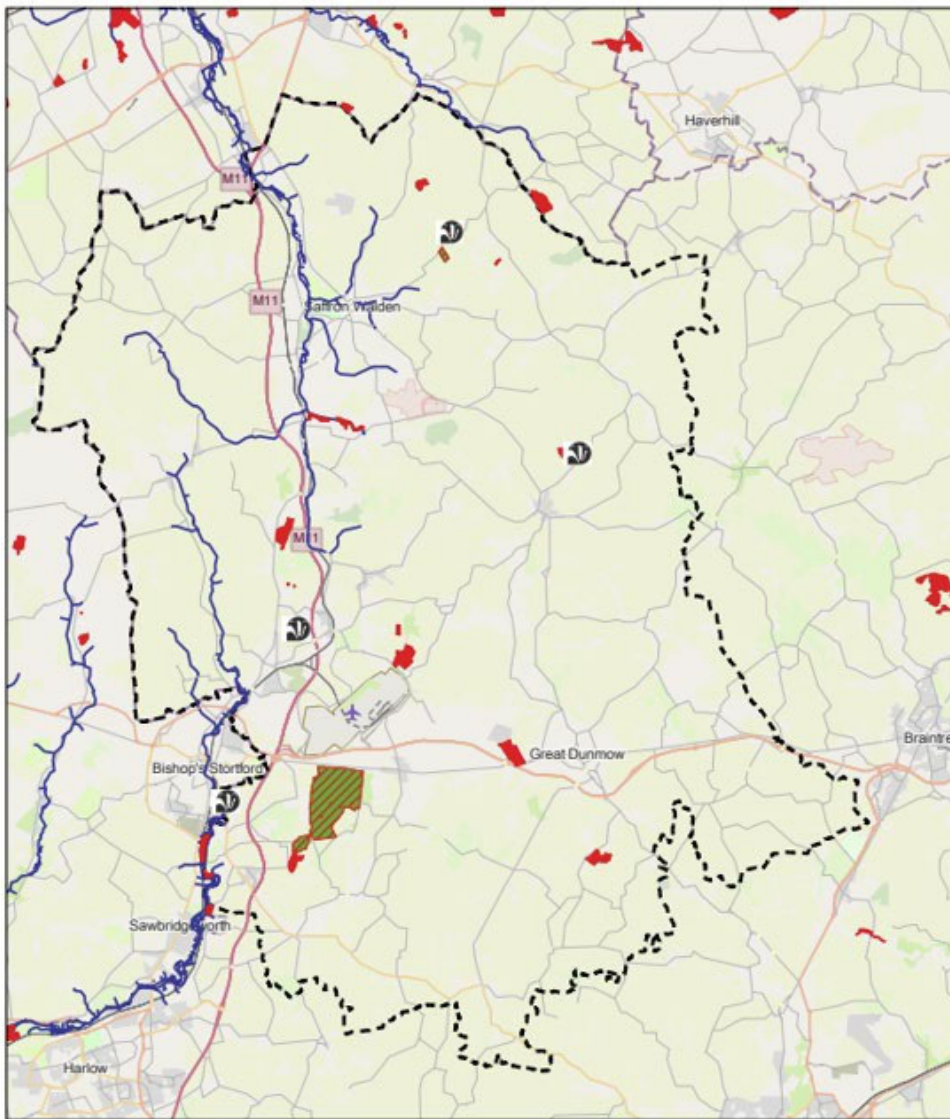
Key opportunities and challenges:

- contributing to the Council's corporate declaration of the climate and biodiversity emergency using the planning process to apportion and distribute growth in the most sustainable locations that maximise opportunities for sustainable travel
- ensuring new buildings meet the highest fabric and energy efficient standards through stringent planning controls, monitoring and enforcement processes which will also reduce fuel bills
- to develop a programme with National Trust that preserves the value of Hatfield Forest and mitigates visitor pressure and impact, along with increasing access to other Green Infrastructure and accessible open spaces
- to create a country park in collaboration with enterprising landowners which could also function as a publicly owned habitat bank for biodiversity, nature recovery, public amenity, visitor facilities, and benefit from community governance. This would also help to mitigate the visitor pressures at Hatfield Forest, and
- protecting river corridors from inappropriate development and exploring opportunities for improving public access to these important corridors for health and recreational value

[%20Hatfield%20Forest%20Visitor%20Survey%20and%20Impact%20Management%202018.pdf](#) (Accessed: 27.04.2023).

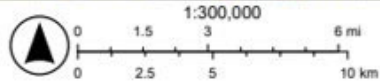
¹² Uttlesford District Council, Climate Crisis Strategy, 2019. Available at: <https://www.utlesford.gov.uk/climate-crisis-strategy>

¹³ WWF (2014) The state of England's Chalk Streams. Available online:



31/08/2023

-  NNR and SSSI
-  National Nature Reserves
-  Site of Special Scientific Interest
-  Chalk Streams
-  Uttlesford District Boundary
-  County Wildlife Sites



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

Figure 2.2: Environmental context of Uttlesford

Economy

- 2.28 Uttlesford is a well-connected district, as explained elsewhere in this chapter, and this is a key factor in the areas business sectors. The largest economic drivers in the district are Stansted Airport and Chesterford Research Park, which are regionally and nationally significant.
- 2.29 The districts vibrant market towns, rural centres and the rural economy are also important to the area's economy, as centres for retail, heritage and culture, leisure and tourism and business. According to Office National Statistics (ONS) data (2021), Uttlesford has 63.2% of its population recorded as economically active. This means that Uttlesford has 45,738 employees, of which the largest sector is wholesale and retail (12.7%), followed by construction (11.1%). This is then followed by other sectors such as real estate, education, and scientific/technical activities.

London Stansted Airport

- 2.30 London Stansted Airport is the biggest single-site employer in the East of England and is currently the second busiest airport in the UK, providing over 12,000 jobs across over 200 companies and contributing £1 billion annually to the national economy. The airport offers some advanced manufacturing jobs and logistics/warehousing activities, as well as retail, hotel and other ancillary functions linked to a major airport. The airport since 2013 is owned and operated by Manchester Airport Group (MAG).
- 2.31 Stansted Airport also contributes to education provision in the district with the opening of Stansted Airport College in 2019. The college is a partnership with Harlow College, and runs courses in aviation and business services, engineering and aircraft maintenance, hospitality, retail, and events management. The college offers opportunities for people to improve their career prospects and access jobs at the airport.
- 2.32 The Airport gained permission to grow its capacity to 43 million passengers per annum along with associated improvements to the road infrastructure and sustainable transport obligations. The significance of its role in the district will continue to grow. The growth in employment opportunities at the airport will have implications for traffic movements. The Local plan will take this into consideration, alongside impact in the surrounding countryside and work with the airport to ensure that economic and employment benefits are accessible to all communities across the district. The airport is a multi-modal transport hub and improving access to the airport interchange, particularly for cyclists, walkers and public transport users should be a priority to be explored further.

Chesterford Research Park

- 2.33 This is a research park located in the north of the district that forms part of the high skilled – Cambridge 'phenomenon' that relates to the high-skilled/ technical sector linked to Cambridge and its university. It is made up of 250 acres of parkland that contains facilities for various biotechnical, pharmaceutical, and technical R&D companies of many sizes. The park builds on 60 years of research and is a significant contributor to the high skilled economy in Uttlesford. The park provides around 32,000 m² of commercial floorspace and in 2021 there are 26 existing tenants. The site is owned by Aspire (a wholly owned subsidiary of the Council) and Aviva Investments with development managed by Church Manor Estates PLC.

Key opportunities and challenges:

- accommodating large scale and regionally/nationally important employment areas at Stansted Airport and the Great Chesterford Research Park whilst reducing impact on the local transport network and ensuring good access to jobs for Uttlesford residents, and
- to work with the Skills College at the Airport, and elsewhere, to ensure every opportunity for local people to train and retrain for the range of job opportunities that will increasingly become available with airport and associated spin-off expansion.

Transport and Infrastructure (including Health and Education)

- 2.34 The district is a key transport focal point between London and Cambridge with ease of access to both cities. Its location on this important innovation corridor makes it one of the fastest growing areas in the UK. In the west of the district, the M11 motorway runs from north to south while the A120 dual-carriageway runs east to west across the south of the district. The transport network provides connections between the key settlements in Uttlesford with the villages and hamlets, albeit many of these are via minor roads.
- 2.35 In Uttlesford, there are many transport issues identified with noticeable congestion hotspots across the district, particularly including Junction 8 on the M11, where work is currently under way to increase the capacity of this junction, with works scheduled for completion in November 2023. There are also challenges associated with the A120 and there is an Air Quality Management Area (AQMA) in Saffron Walden, although it is understood this no longer meets the criteria to be designed and is expected to be removed in due course.
- 2.36 In Uttlesford there is a single rail line that serves Uttlesford from north to south. This line connects between London and Cambridge and to/ from Stansted Airport. Within the district there are stations at Stansted Mountfitchet, Elsenham, Newport, Audley End (Wendens Ambo) and Great Chesterford, with a branch line that serves Stansted Airport.
- 2.37 Car ownership in the district is very high with 38.0% of the district owning two or more cars, which is higher than the average for England of 26.1%. This is the highest car ownership in Essex which in some places can be a necessity due to the nature of the public transportation network in Uttlesford. Common with many other parts of the Country, transport is the key carbon emitter in the district, therefore a reduction in vehicle usage would help make a strong contribution to the challenges associated with climate change.
- 2.38 The health of people in the district is generally better than the average for England. In 2021, 86.7% of residents described their health as very good or good, which compares favourably to the figure for England of 82.2%. In 2019 Public Health England conducted a report into the health profile of Uttlesford
- 2.39 At the time of the 2021 census, 13.8% of residents had no formal qualifications, which also compares favourably with the average for England of 18.1%. Uttlesford residents also achieved higher than average higher education qualifications with 36.6% of Uttlesford achieving this; the average for England is 33.9%. As of 2023

there are 4 state secondary schools and 38 state primary schools located widely through the district.¹⁴

Key opportunities and challenges:

- contribute towards reducing car and vehicle dependency and maximise opportunities for sustainable modes of travel
- helping to ensuring that congestion is addressed, particularly at Junction 8 of the M11 and on the A120, by National Highways as the principal agency in collaboration with other stakeholders to reduce impact on Uttlesford's road network and in a timely manner to accommodate the predicted growth associated with the airport, district and wider region
- to exploit, through encouraging sustainable business development and expansion, the locational advantages afforded by the railway line links between London, Cambridge, and the Midlands, M11, links to the coastal ports and airport to promote and develop active travel initiatives and ensure that cycling and walking infrastructure is provided and/ or improved
- addressing the needs for community infrastructure and services amongst rural settlements with dispersed catchment populations whilst aiming to maintain the viability and vitality of services in our villages and hamlets
- to locate a new secondary school in an appropriate location that minimises students' need for travel and meet the capacity arising existing and new developments
- ensuring a sufficient supply of childcare and early learning opportunities in accordance with new growth patterns, and
- balancing health facility and service provision with new growth patterns

Heritage

- 2.40 Uttlesford is fortunate to benefit from a rich heritage, that is diverse and spans several periods of history. The district contains over 3700 listed buildings (around a third of those in Essex) and various prehistoric sites such as Barlow Hills and the Nine Stones. It also contains a great number of medieval buildings and churches including St Mary's Church in Saffron Walden and Thaxted Guildhall. The listed buildings include a range of houses, churches, schools, shops, castles, archaeological sites, and walls and the oldest continually occupied dwelling in Essex. In addition to this there are many non-listed buildings and structures that are locally significant and contribute to the extensive built heritage in Uttlesford.
- 2.41 In Uttlesford there are 38 Conservation Areas, these consist of many village and market town centres in the district which contain a diverse array of listed buildings which contribute to the built heritage of Uttlesford. An example of a large Conservation Area is in great Dunmow where much of the high street is designated because of its rich heritage.
- 2.42 Uttlesford boasts a rich collection of heritage assets that reflect its historical roots. These assets include a diverse collection of architectural and natural treasures. An example of this is Audley End Estate, located on the outskirts of Saffron Walden. It is a grand Jacobean house with extensive gardens surrounding it. Other assets of note are Thaxted parish church which dominates the skyline of the settlement being built

¹⁴ Snobe (2023) Find All Schools in uttlesford. Available online: [Best Schools in Uttlesford \(2023\) \(snobe.co.uk\)](https://www.snobe.co.uk/best-schools-in-uttlesford-2023/)

in the 12th century. The heritage of Uttlesford extends into nature with Hatfield Forest being the finest preserved royal hunting forests in England.

Key opportunities and challenges:

- the form, materials, layouts and streets associated with historic buildings can influence locally distinctive contemporary architecture e.g. The Avenue in Saffron Walden
- finding opportunities for new development to help the viability of existing mixed-use buildings and enabling effective re-use, and
- incorporating historic buildings/monuments into new places/open spaces to enable them to be understood and enjoyed, including becoming centerpieces/way-markers in new development.

Cross Border Relationships

- 2.43 The district works closely in partnership with Essex County Council and is surrounded by the local authorities of East Herts, Epping Forest, Chelmsford, Braintree, and South Cambridgeshire. The closest towns beyond the district are Bishops Stortford and Braintree which both lie close to the district's southern boundaries, whilst Cambridge, Chelmsford and Harlow are also accessible and provide a greater range of facilities and services. Further afield is London with good transport links to the district by both road and rail. The southwest of the district includes the outer edge of the Metropolitan Green Belt around Bishops Stortford, Hatfield Heath, Little Hallingbury and Stansted Mountfitchet.
- 2.44 The Localism Act 2011 sets out the 'duty to co-operate' which applies to all local planning authorities in England. The duty requires that councils set out planning policies to address strategic issues and that councils and public bodies “engage constructively, actively and on an ongoing basis” to develop strategic policies including consideration of joint approaches to plan making.
- 2.45 The Council has constructive processes in place to ensure that we co-operate with organisations and neighbouring authorities on strategic planning matters. This collaborative process provides a strong basis to develop effective working arrangements to help prepare a sound plan and to assist in aspects of its delivery. Joint working helps to determine where additional infrastructure is necessary, and whether development needs can be met wholly within a particular plan area or should be met elsewhere.

3: SPATIAL VISION AND STRATEGIC OBJECTIVES

Spatial Vision

- 3.1 Our **Spatial Vision** describes the future we are seeking to create for Uttlesford by 2041. It provides a clear vision for the district's future and is both ambitious, yet achievable to help us deliver good growth, support sustainable development, address the challenge of climate change, protect the environment, respect the district's heritage, whilst also supporting local communities and businesses.
- 3.2 The **Spatial Vision** has been influenced by many factors including the issues and needs of our places, evidence we have gathered, and what our local communities, stakeholders and businesses have told us.

Our Spatial Vision for Uttlesford in 2041

Uttlesford will be 'the best place to live, work and play'. The district will continue to be known for its beautiful rolling countryside, its market towns and villages with a rich heritage, and a strong cultural offer. Uttlesford residents will continue to enjoy a high quality of life with a range of well-designed settlements that provide high quality services to residents and visitors. Uttlesford will thrive as a well-connected rural district that benefits from the economic opportunities it presents, while also protecting the rich natural and cultural environment that gives the district its distinct character.

Environmental

Uttlesford will embrace the changes required to be net zero carbon, enabling us to live, work and play within the limits of the environment. This will include new build to be net zero ready by 2030. Development will be managed to ensure climate change is addressed and sustainable development is achieved. Development will be located in ways to optimise opportunities for delivery of new infrastructure and use of public and active transport. New development will link homes with jobs, be of high-quality design and focus on sustainable construction and materials.

There will be greater biodiversity and increased woodland. The rivers and streams of Uttlesford will be protected and enhanced, and together with green infrastructure, contribute to a network of blue and green corridors for the benefit of wildlife and people. Hatfield Forest will be part of this network, however it will also be protected from overuse.

Economic

Uttlesford will have a thriving, diverse, resilient economy that operates at a local, national, and international scale. As the East of England's largest employment site, Stansted Airport will be supported but with great emphasis on ensuring its environmental impacts are managed and mitigated where they cannot be avoided. The north of the district will benefit from appropriate improved links into the high-skilled 'Cambridge phenomenon', supporting economic growth at Chesterford Research Park and elsewhere.

Social

The housing needs of local people will be met and the people of the district will be healthier, happier and able to meet most of their day-to-day needs locally within a community that is good for their health and wellbeing. High quality design will help protect and enhance the intrinsic character and built heritage of Uttlesford's towns, villages, and the wider environment.

Strategic Objectives

3.3 To achieve our **Spatial Vision**, we have established a series of **Strategic Objectives** grouped under the ‘environmental’, ‘economic’ and ‘community/social’ headings that run throughout the Plan. These central themes are consistent with the Government’s objectives for the planning system to achieve sustainable development.

3.4 The **Strategic Objectives** are shown by **Table 3.1**.

Table 3.1: Strategic Objectives informing the Uttlesford Local Plan 2041

Theme	Strategic Objectives
Environmental	Minimise the environmental impact of development.
	SO1: To Plan for the climate and ecological emergency, mitigate the impacts from development, including reducing energy usage of new builds.
	SO2: Protect high-quality and locally defined valued landscapes by ensuring new development conserves and enhances landscape assets and achieves high quality design standards.
	SO3: Protect and preserve the natural environment. Protect and maximise opportunities for biodiversity net gain and the enhancement of Uttlesford’s natural capital assets, such as soils, woodlands, hedges and ponds to capture and store carbon as well as providing for appropriate access for health and recreational value with effective multifunctional Green Infrastructure. Restore the natural ecology of the district’s chalk streams and rivers.
	SO4: Protect water resources. Deliver developments that efficiently use local resources, particularly water by prioritizing water resilience and sustainable consumption, that minimise and are resilient to the impacts of climate change, including extreme weather events such as flooding, drought and heatwaves.
	SO5: Protect the highest quality agricultural land whilst being mindful of needs for rural employment and diversification.
Economic	Allocate sufficient land to accommodate development needs.
	SO7: Recognise the influential role of the District’s employment offer, including Stansted Airport/ Northside and Great Chesterford Research Park, by embracing the planned expansion, whilst seeking to maximise their sustainability and the needs for infrastructure.
	SO8: Maintain economic development opportunities. To promote a strong, diverse, resilient, sustainable, and competitive economy and range of employment and learning opportunities and a multi skilled workforce across a range of sectors including tourism, high-tech, biotech, research and development, aviation, agricultural diversification and rural business.
Community/ Social	Provide adequate and timely infrastructure to support development.
	SO9: Help sustain existing and deliver new local community facilities and services through development to promote healthy, sustainable and safe communities.

	SO10: Meet the identified housing needs and an appropriate contribution of affordable housing.
	SO11: Prioritise increased opportunities for safe travel by public transport and active travel in new development.

4. Spatial Strategy

Introduction

- 4.1 Implementing the **Spatial Vision** for Uttlesford District up to 2041, as shown by Chapter 3, will be through our **Spatial Strategy** that informs decision making about the location and nature of future development in our district. The Spatial Strategy identifies the appropriate level of housing to plan for, the amount of employment land to meet our needs in order to maintain and develop our local economy and to provide a range of services, as well as the facilities and infrastructure we need. It also ensures we address the challenges of climate change, support biodiversity net gain, achieve sustainable development and to protect the environment.
- 4.2 Our **Spatial Strategy** for Uttlesford is shown by **Figures 4.1** and **4.2**.
- 4.3 The Spatial Strategy is underpinned by five core (strategic) policies:
- **Core Policy 1: Addressing Climate Change** – which sets out criteria for development to ensure it responds to the challenge of climate change appropriately
 - **Core Policy 2: Meeting Our Housing Needs** – which specifies the scale and location of new housing, ensuring development is built in the most appropriate locations
 - **Core Policy 3: Settlement Hierarchy** – which classifies the settlements in Uttlesford according to their role and service function
 - **Core Policy 4: Meeting Business and Employment Needs** – which specifies the scale and location of opportunities for economic growth to ensure that sufficient new jobs are provided across Uttlesford in appropriate locations, and
 - **Core Policy 5: Providing Supporting Infrastructure and Services** – which ensures that new services and facilities are delivered alongside new housing and employment.

Area Strategies

- 4.4 We have also developed four **Area Strategies**, which ensure we plan appropriately for different parts of Uttlesford, taking account of what makes them locally distinctive and focused on their individual needs. These are set out in Chapters 6 to 8. The four Area Strategies are for:
- North Uttlesford, including Great Chesterford, Newport and Saffron Walden
 - South Uttlesford, including Great Dunmow, Stansted Mountfitchet and Takeley
 - Thaxted, and
 - The Rural Areas (i.e., any policies that apply to the rest of the rural district)

District Wide Policies

- 4.5 Finally, we have developed some district-wide policies that apply to Uttlesford as a whole and these are set out in Chapters 9 to 11. These policies are needed to

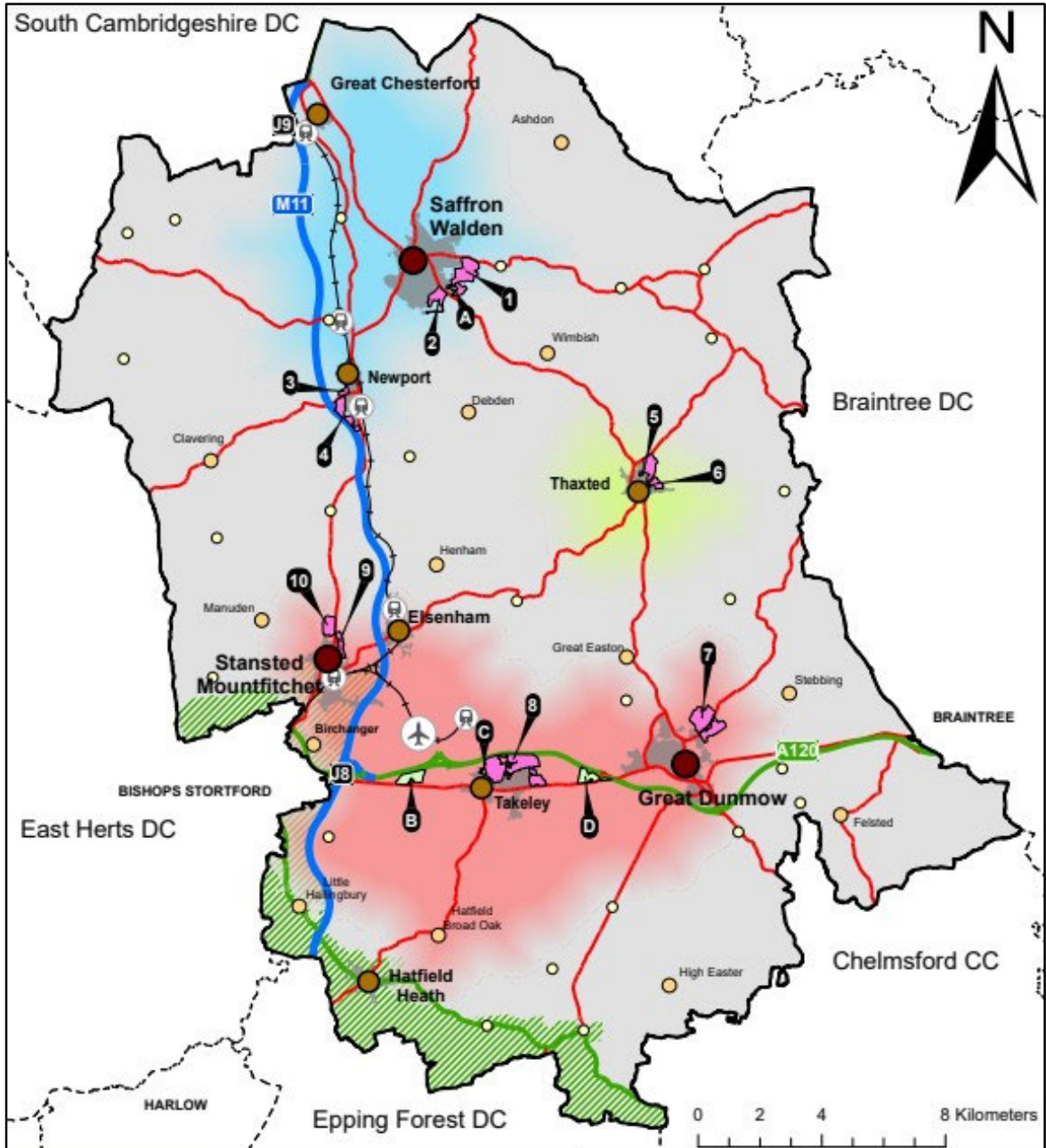
complement the Spatial Strategy and Area Strategies to help ensure the Spatial Vision and Strategic Objectives can be delivered successfully. These policies are locally specific and are important to help us meet the Plan's objectives.

- 4.6 The policies from the previous Uttlesford Local Plan, adopted in 2005, have been replaced and updated by the policies set out in this Plan, and for that reason, there are no saved policies from the previous plan. A list of how the 2005 Plan policies have been superseded is shown by **Appendix 1**.

Uttlesford Local Plan 2041 – Spatial Strategy	
<p>North Uttlesford – Including: Great Chesterford, Newport and Saffron Walden</p>	<ul style="list-style-type: none"> • Saffron Walden is identified a Key Settlement to reflect its status as the largest town within the district where the majority of services and facilities are provided along with the widest range of retail. • Growth at Saffron Walden will complement the existing settlement, forming high-quality sustainable development, well connected to the wider settlement, providing appropriate services and facilities, including additional capacity for the existing secondary school. • Great Chesterford and Newport are recognised as Local Rural Centres reflecting their importance in the Settlement Hierarchy and their sustainability, good public transport connections including railway stations. • Great Chesterford Research Park will provide a key location for the expansion and provision of high quality employment use, supported through the development masterplan.
<p>South Uttlesford – Including: Great Dunmow, Stansted Mountfitchet, and Takeley</p>	<ul style="list-style-type: none"> • Great Dunmow and Stansted Mountfitchet are recognised as Key Settlements to reflect the roles they play within Uttlesford as two of our three largest and most sustainable settlements. • Both Stansted and Great Dunmow are historic settlements that have traditional strong townscape character. It is therefore important their identity is protected and the quality of the townscape is enhanced. • Takeley is recognised as a Local Rural Centre. Development here must deliver high-quality and sustainable development, picking up on the local character and its rich and varied heritage features, providing for a coherent and comprehensive approach to planning for the settlement and provide a new local centre along with a range of new services and facilities, including a primary school, secondary school and health centre. • Development at Takeley must deliver sustainable connections to the public transport interchange at Stansted Airport and beyond, including the wider employment areas at the airport. • It is important growth within all these settlements is high quality and sustainable, but also supports the delivery of new services, facilities and infrastructure to benefit the existing communities as well as to any new residents. • The development must also provide for extensive areas of open space including comprehensive buffers for the heritage assets and the creation of public space or park to help relieve pressure on Hatfield Forest. Heritage, both natural and built assets should be protected or celebrated by good landscape design, settings as well as appropriate design.

	<ul style="list-style-type: none"> • Improvements to access and usability of the Flitch Way in the south as a strategic linear route that could be used more for east-west connectivity will be expected. • The planned expansion of Stansted Airport and large-scale increase in warehousing provision will provide a key focus for employment, with improvement to local sustainable transport.
Thaxted	<ul style="list-style-type: none"> • Thaxted is also recognised as a Local Rural Centre to reflect its role within the wider rural eastern part of the district, where additional development is limited to support the vitality and viability of the community and its services and facilities, including by helping to maintain its public transport connectivity. • The high quality of Thaxted's built environment is easily recognisable and it is particularly important these qualities are protected. • New services and facilities will also be provided including a new primary school.
Rural Areas	<ul style="list-style-type: none"> • Growth across the rest of the district will be more limited, focusing on meeting local community and business needs and helping to support the vitality of these more rural settlements. • Proposals for new dwellings will be directed towards the larger and more sustainable villages that offer a wider range of services and are more well connected than the smaller villages. • Development in the open countryside will not be permitted unless consistent with the exception policies in this plan or within national policy. In the south of the District, the Green Belt will be maintained, with no new allocations proposed in the Green Belt.

Figure 4.1: Uttlesford Local Plan 2041 – Spatial Strategy



Legend

- Key Settlement
- Local Rural Centre
- Large Village
- Small Village
- Train Stations
- Employment Allocation
- Residential Allocation
- Metropolitan Green Belt
- Motorway
- A Road
- B Road
- West Anglia Main Line
- Stansted Airport

Residential Allocations		Dwellings	Policy
1	Land South of Roadwiter Road and North of Thaxted Road	845	CP6 (North Area Strategy)
2	Land south of Thaxted Road	438	
3	Land north of Wicken Road/west of School Lane	74	
4	South of Wicken Road/ West of Frambury Lane	338	
6	Land to the North-East of Barnards Field	150	CP16 (Thaxted Area Strategy)
6	Land to the North of Hojd Lane	339	
7	Church End East	889	CP10 (South Area Strategy)
8	North-East Takeley	1636	
9	Land East of High Lane	140	
10	Walpole Meadows North, East of Pennington Lane	250	
Employment Allocations		Floorspace (Ha)	Policy
A	Land Behind Knights Park	3	CP6 (North Area Strategy)
B	North Takeley Street	15	CP10 (South Area Strategy)
C	Land Behind Weston Homes Office Park	2	
D	Land Between A120 and Stortford Road	35	

Regulation 18 Spatial Strategy Key Diagram
Date: 22/09/2023

Figure 4.2: Key Diagram – Uttlesford’s Spatial and Area Strategies

4.7 There is overwhelming scientific consensus that we are experiencing significant climate change. The Intergovernmental Panel on Climate Change ratified a report in 2023¹ on the impacts of global warming of 1.5°C above pre-industrial levels. It highlights the urgency for action and has generated a high level of concern. The UK's national commitment is set by the Climate Change Act 2008, updated in 2019² and legislates that the UK must be net zero carbon by 2050. It includes a series of carbon budgets to ensure that the UK does not emit more than its allowance between now and 2050. This legal requirement is underpinned by the Climate Change Committee's (CCC) report '*Net Zero: The UK's Contribution to Stopping Global Warming*'³.

4.9 Key measures to achieve Net Zero include:

- 100% low carbon/renewable electricity by 2050
- ultra-efficient energy use in new homes and non-domestic buildings
- ambitious programme of retrofit of existing buildings.
- electrification of small vehicles
- reduction in waste and non-biodegradable waste to landfill, and
- significant afforestation and restoration of land

4.9 Furthermore, there is growing concern over the cost of fuel and increasing fuel poverty. The planning process can influence the use of energy through policy controls over the energy use and space heating standards in new buildings. Increasing this 'fabric efficiency' to as high a level as possible, and then requiring any additional energy needs to be met from renewable sources goes a long way to ensure a net zero building.

4.10 However, the energy standards required by the current Building Regulations 2021 (Part L)⁴ are not strict enough for new homes to be net zero. We need to require higher standards through our Local Plan to achieve this. Improving the design of a building by reducing the extent of heat loss areas, the amount of junctions and gaps, and by optimising elevation design for winter solar gains are considered as essential components of an energy efficient design; such measures need to be required of all new buildings.

4.11 The Local Plan will therefore require that new buildings are designed and built to be Net Zero Carbon in operation. They must be ultra-low energy using energy much more efficiently, be fossil fuel free, and generate renewable energy on-site to at least match annual energy use. We need also to try to reduce their 'embodied carbon' during construction and their long-term environmental impact, for example how building materials are re-used. Without these requirements we are adding to the problem of retrofitting in the future such as the need for boiler replacement.

¹ The Intergovernmental Panel on Climate Change (IPCC), 2023, AR6 Synthesis Report. Available at:

² Climate Change Act 2008, 2019, Available at: <https://www.legislation.gov.uk/ukpga/2008/27/contents>

³ Climate Change Committee, 2019, Net Zero: The UK's contribution to Stopping Global Warming. Available at:

⁴ The Building Regulations (2021), Approved Document L. Available at: <https://www.gov.uk/government/publications/conservation-of-fuel-and-power-approved-document-l>

- 4.12 In 2019 the Council declared a Climate and Ecological Emergency and prepared an Action Plan⁵ of project ideas to try to address some of the climate change measures that will be required. The Action Plan is under review and is focusing on achievable measures such as electric vehicle charging, and support for community-based initiatives, providing funding for projects that can demonstrate tangible outcomes.
- 4.13 One of the areas of considerable concern to local people is the biodiversity value and ecological status of much of the land in the district where agriculture dominates the landscape and fragile chalk stream ecosystems have been endangered through pollution and over-abstraction. Our Plan includes policies to protect the natural environment but also to encourage increased access to open space and semi-rural areas. A critical requirement of the Environment Act 2021 refers to the relatively new concept of Biodiversity Net Gain aimed at enhancing the natural environment through development projects.
- 4.14 The final main component of climate change impact is transport, particularly by the private car. Our Plan places emphasis on the need to reduce this, to support public transport and to encourage connected walking and cycling routes. In these ways settlements and new development become more sustainable.

Climate Change & Sustainability Statement

- 4.15 In order to ensure a comprehensive approach to sustainability, applicants will be required to submit a **Climate Change & Sustainability Statement**⁶ that addresses all aspects of climate change covering details of the approach listed below and in **Table 4.1**, and in accordance with **Core Policy 1: Addressing Climate Change**:
- adaptation to climate change
 - water efficiency and water management
 - scheme design and site waste management to reduce the amount of construction waste, maximise the reuse and recycling of materials (including reuse of existing buildings where these exist, as far as suitable and feasible)
 - use of materials and embodied carbon (considering the district-wide Design Code)
 - the green and blue infrastructure strategy, the County's Nature Recovery Network, protection of the chalk stream ecology, tree planting, biodiversity net gain, and long-term stewardship and funding
 - land, water, noise and air pollution
 - sustainable transport, mobility and access
 - health and well-being, including open space, culture, accessibility.

Note: Operational energy policies are dealt with separately in the Energy Strategy and/or Essex County Council 'net zero spreadsheet'.

⁵ Utlesford District Council, 2019, Climate Crisis Strategy. Available at: <https://www.utlesford.gov.uk/climate-crisis-strategy>

⁶ A template for the CCSS is available from the ECC Essex Design Guide website, November 2023 – Available at:
[REDACTED]

Table 4.1: Topics expected to be included within the Climate Change & Sustainability Statement according to the type and scale of development.

Topic for Climate Change & Sustainability Statement	New development of 1-9 dwellings or 100-<1000m ² GIA	New major development (10+ dwellings or 1,000m ² + GIA)	Major refurbishment & change of use
Adaptation to climate change	✓	✓	✓
Water efficiency and water management	✓	✓	✓
Site waste management to <ul style="list-style-type: none"> • Reduce the amount of construction waste • Maximise reuse & recycling of materials 	✓	✓	✓
Use of materials and with reference to embodied carbon (consider the District-wide Design Code)	✓ *	✓	✓ *
Green and blue infrastructure strategy, the County's Nature Recovery Network, protection of the chalk stream ecology, tree planting, biodiversity net gain, and long-term stewardship and funding	✓	✓	✓
Land, water, noise and air pollution	✓	✓	✓
Sustainable transport, mobility and access	✓	✓	✓
Health and well-being, including open space, culture, accessibility	✓	✓	✓

*Less detail required unless substantial demolition/ extension is involved.

Core Policy 1: Addressing Climate Change

Development proposals must demonstrate how they mitigate the impacts of climate change and support an overall reduction in greenhouse gas emissions, including the following measures:

- i. locating and laying out development to reduce the need to travel by clustering trip origins and destinations between homes, jobs, services
- ii. providing high quality sustainable travel infrastructure and coordinating between development sites in the vicinity to address cumulative impacts and achieve connectivity of routes
- iii. locating electric vehicle charging points to maximize ease of access and safety when in public areas
- iv. promoting sustainable design and construction, and the re-use of materials and reduction in waste in a 'circular economy' approach to development
- v. implement the cooling hierarchy into building design and show how building design is resilient to current and future climate impacts e.g., balancing winter solar gain and summer cooling using natural methods such as shading and natural ventilation, to avoid a need for active air conditioning (with reference to **Core Policy 24: Overheating**)
- vi. accelerating the expansion of renewable and low carbon energy generation within the district (with reference to **Core Policy 23: Net Zero Operational Carbon Development** and **Core Policy 26: Renewable Energy Infrastructure**)
- vii. use of materials with low embodied carbon as far as possible (with reference to **Core Policy 25: Embodied Carbon**)
- viii. promoting the efficient use of natural resources (e.g., water and soil) including surface water management systems such as SUDs, and water efficiency measures in buildings (with reference to **Core Policy 35: Water Supply And Protection Of Water Resources**)
- ix. ensuring that new developments are provided with recycling and waste disposal infrastructure
- x. promoting and maintaining a network of connected, accessible and multi-functional green spaces, including Local Green Space, to include biodiversity enhancement and nature recovery as appropriate and encouraging tree and hedgerow planting

All applications for new development of 1 or more dwellings or greater than 100sqm of non-residential floorspace, and all major refurbishment and major change of use, is expected to demonstrate the above by submitting a Climate Change & Sustainability Statement covering the topics and level of detail proportionate to the scale of the development as per **Table 4.1**.

Residential development over ten units and non-residential development over 1000sqm floorspace or 0.5ha will be required to cover more detail and a wider range of topics in the **Climate Change & Sustainability Statement**, setting out their approach towards health and wellbeing, as well as how their proposals reflect adaptation to and help to combat climate change issues in relation to net zero carbon development, sustainable transport, nature and green infrastructure, energy, water, waste and construction methods.

Meeting Our Housing Needs

- 4.16 The Local Plan 2041 seeks to meet housing needs; to provide homes and access to the housing market and to deliver affordable housing for those priced

out or unable to access housing at market prices. It also seeks to provide a mix and type of housing that will help meet the needs of the whole community.

- 4.17 With these aims, the Plan makes provision for at least 14,356 new homes to be delivered during the plan period (2021 to 2041) as set out in **Core Policy 2: Meeting our Housing Needs**. This reflects the Objectively Assessed Need for Housing for Uttlesford District up to 2041 as identified in the updated Local Housing Need Assessment (2023)⁷. The figure of 13,680 new homes represents the identified housing requirement, however the Plan makes for provision in excess of the housing requirement to provide for flexibility and contingency.

Sources of Housing Supply

- 4.18 A number of sources of housing supply will ensure a continuous supply of housing delivery across the Plan period. These will include:
- strategic allocations made within the Plan (sites of 100 or more dwellings)
 - any existing planning commitments
 - non-strategic allocations (sites of 99 or fewer dwellings) that may be included in the final version of this Plan and/or that are identified through Neighbourhood Plans (refer to Core Policy 2), and
 - sites not yet identified that will come forward through the development management process in accordance with the policies set out in this Local Plan 2041. These are sometimes known as ‘windfalls’.
- 4.19 The strategic allocations listed in **Core Policy 2: Meeting our Housing Needs** and outlined in more detail within the Area Strategies are central to the delivery of the Local Plan 2041 and our Strategic Objectives for Uttlesford.
- 4.20 To identify the strategic allocations, the Council has followed a comprehensive selection process, which began with an assessment of land at each of our most sustainable settlements (shown by our updated Housing and Economic Land Availability Assessment – HELAA)⁸. This approach helped to identify broad locations that offered the most suitable locations for development, which were then comprehensively tested, including by the Sustainability Appraisal, Transport Assessment, Viability Study, Landscape Sensitivity and a number of other technical evidence studies, including for heritage⁹.
- 4.21 The scale of development at the identified strategic allocations will enable infrastructure to be provided that offers wider benefits to their local areas.
- 4.22 Overall, the Plan makes provision for more housing than the identified requirement. This is to ensure there is supply headroom, to provide greater Plan resilience and flexibility, and to help ensure the Plan can achieve and maintain a five-year housing land supply, as required by national policy.

Core Policy 2: Meeting Our Housing Needs

⁷ UDC, Local Housing Needs Assessment, 2023. Available at: <https://www.utlesford.gov.uk/article/4941/Housing>

⁸ UDC, Housing and Economic Land Availability Assessment (HELAA), 2023. Available at: <https://www.utlesford.gov.uk/article/4941/Housing>

⁹ Background evidence for the Local Plan is available at: <https://www.utlesford.gov.uk/article/4924/Local-Plan-evidence-and-background-studies>

The housing requirement for the Uttlesford District is for 13,680 homes to be delivered in the plan period between 2021 and 2041.

The Plan provides for at least 14,356 dwellings by 2041 in the interest of providing for flexibility and contingency.

5,076 dwellings will be delivered through strategic allocations. 1,000 dwellings will be delivered through non-strategic allocations at the Larger Villages. Additional dwellings (for example windfalls) will also be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply are shown by the following table:

Table 4.2: Uttlesford Housing Requirement and Housing Supply 2021 to 2041

Category		Number of Dwellings
Housing requirement for the full plan period (April 2021 to March 2041)		13,680
Housing completions (April 2021 to 1st April 2023)		980
Housing Supply	Known Commitments (as at 1 st April 2023)	5,800
	Strategic Allocations	5,076
	Non-Strategic Allocations	1,000
	Windfalls	1,500
Total Housing Supply		14,356

Strategic Allocations

Development will be supported at strategic allocations where it meets the requirements set out within the Site Development Templates shown by **Appendix A** and in accordance with the policies of the Development Plan taken as a whole. A collaborative and comprehensive masterplanned approach will be expected with consultation undertaken in accordance with the Council's Statement of Community Involvement. The following tables shows how the level of housing required through strategic development sites will be distributed:

Table 4.3: Strategic Allocations identified for North Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Newport	Local Rural Centre	North of Wicken Road/ West of School Lane	74
		South of Wicken Road/ West of Frambury Lane	338
Saffron Walden	Key Settlement	Land south of Radwinter road, north of Thaxted road.	845
		Land south of Thaxted road	435
Total			1,692

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Table 4.4: Strategic Allocations identified for South Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Great Dunmow	Key Settlement	Church End East	869
Stansted Mountfitchet	Key Settlement	Walpole Meadows North, East of Pennington Lane	250
		East of High Lane North	140
Takeley	Local Rural Centre		1,636
Total			2,895

Table 4.5: Strategic Allocations identified for Thaxted and Rural Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Thaxted	Local Rural Centre	Land to the North- East of Barnards Field	150
		Land to the North of Holst Lane	339
Total			489

Non-Strategic Allocations

Development will also be supported at non-strategic allocations at the Larger Villages where development meets the requirements to be set out within the Site Development Templates (**Appendices 2 to 4**) or within Neighbourhood Plans, and in accordance with the Development Plan taken as a whole.

Non-strategic allocations at Larger Villages will either be identified in this Plan, adopted Neighbourhood Plans, or future parts of the Local Plan, in accordance with the identified housing requirement figures for the Larger Villages as shown within Chapter 8: **Rural Area Strategy**.

Settlement Hierarchy

4.23 The Settlement Hierarchy (**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 (see below). Each tier of settlement has a different strategic role as defined by Core Policy 3.

- Key Settlements
- Local Rural Centres

- Larger Villages
 - Smaller Villages
- 4.24 The Local Plan 2041 protects and enhances the services and facilities provided by the Key Settlements, Local Rural Centres and our Larger Villages and ensures that any new facilities, homes and jobs are focused on these settlements. This will help to ensure the delivery of sustainable development because:
- these settlements provide the best range of services and facilities, and new development will help to support and enhance them
 - locating new homes in these communities with the best services and facilities and jobs will enable the residents in the new homes to access them by walking, cycling and public transport, so reducing the need to travel by car
 - it will enable more affordable homes to be built where there is most need, and
 - the main service providers, including Essex Integrated Care Services , the County Council and emergency services, prefer this approach because it will help them to deliver their services more effectively.
- 4.25 The Settlement Hierarchy provides a new categorisation for all settlements. The sustainability of the hierarchy has been reviewed to ensure that new development is focused in the most appropriate locations. The hierarchy allows for greatest flexibility in the largest and most sustainable locations, but is more restrictive at the smallest and least sustainable settlements.
- 4.26 Some development in smaller rural settlements can be very important to preserve their vitality and viability, but this needs to be carefully managed to ensure that the pattern of development overall is sustainable. For example, ensuring the strategy supports the maximum possible use of sustainable modes of transportation.

Core Policy 3: Settlement Hierarchy

Development will be in accordance with the Settlement Hierarchy and Settlement Classifications as set out below:

Key Settlements:

Key Settlements are defined as settlements that have the ability to support the most sustainable patterns of living within the district through their current levels of facilities, services and employment opportunities.

Local Rural Centres / Small Towns

Local Rural Centres are defined as either small towns or large villages with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside of the Key Settlements.

Larger Villages

Larger Villages are defined as settlements with a more limited range of employment, services and facilities. Unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities.

Smaller Villages

The Smaller Villages have a low level of services and facilities, where any development should be modest and proportionate in scale and primarily to meet local needs.

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The Settlement Classifications Are:

Classification	Settlement	Type of Development
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Key Settlements	Great Dunmow, Saffron Walden, Stansted Mountfitchet	There is a presumption in favour of sustainable development within the existing built area of Key Settlements, Small Towns and Larger Villages.
Local Rural Centres/ Small Towns (*)	Elsenham, Great Chesterford, Hatfield Heath, Newport, Takeley/ Prior's Green, Thaxted	Development outside the existing built areas of these settlements will only be permitted where it is allocated by the Local Plan 2041 or has been allocated within an adopted Neighbourhood Development Plan, or future parts of the Local Plan.
Larger Villages	Ashdon, Birchanger, Clavering, Debden, Elder Street, Felsted, Great Easton, Hatfield Broad Oak, Henham, High Easter, Little Hallingbury, Manuden, Stebbing	Development at washed over GB settlements should be in accordance with National Policy.
Smaller Villages	Aythorpe Roding, Barnston, Berden, Broxted, Chrishall, Elmdon, Farnham, Flitch Green, Great Hallingbury, Great Sampford, Hempsted, High Roding, Langley, Leaden Roding, Lindsell, Little Bardfield, Little Dunmow, Little Easton, Littlebury, Quendon & Rickling, Radwinter, Swards End, Wendens Ambo, White Roding, Widdington	At the Smaller Villages, limited infill development may be appropriate within the existing built areas of these settlements, or if it allocated within an adopted Neighbourhood Development Plan or future parts of the Local Plan. Proposals for limited infill development will be supported where they are: <ul style="list-style-type: none"> i. in keeping with local character, and ii. proportionate in scale, and iii. meet local housing needs, and/ or provide local employment, services and facilities.
Open Countryside	Those villages not included within the categories described above are considered to form part of the Open Countryside.	Development in open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy.

(GB) These settlements are washed over by Green Belt. (*) These settlements are inset to the Green Belt. (Part GB) These settlements are partly in the Green Belt.

Meeting Business and Employment Needs

- 4.27 Uttlesford includes a number of significant employment sites and employers, including Stansted Airport and Great Chesterford Research Park, but is proportionally also home to a large number of micro-enterprises when compared to the East of England and England as a whole.
- 4.28 The largest sectors in Uttlesford by the proportion of total employment in 2019 were Transportation and Storage (20.0%), Wholesale and Retail Trade (11.1%), Professional, Scientific and Technical Services and Administrative Support (both 8.9%). Other sectors that recorded greater than 5% of total employment included Manufacturing; Education; Accommodation and food (all of which accounted for 7.8%), Construction and Human health & social work (both accounted for 6.7%). The sectors reflect the importance of Stansted Airport to the local economy, plus the north-south M11 corridor which offers strong road and rail connections to Cambridge and London¹⁰.
- 4.29 Uttlesford has seen relatively rapid employment growth in recent years, outperforming surrounding areas in comparative terms and the following form the main strands that contribute to the economy of Uttlesford:
- London Stansted Airport and environs
 - Chesterford Research Park
 - vibrant market towns and rural centres
 - the rural economy, and
 - the visitor economy.
- 4.30 Stansted Airport is undoubtedly one of the most important contributors to the local economy, both directly and also through the supply chain and supporting services. The airport secured planning permission to expand to 43 million passengers per year in May 2021, and the approval in August 2023 of the Northside permission will significantly expand the airport's warehousing floorspace.
- 4.31 Another key local economic driver in Uttlesford is Chesterford Research Park located in the north of the district nearer to Cambridge. Chesterford Research Park provides laboratory and office space for biotechnology, pharmaceutical and technology R&D companies. Current occupiers include AstraZeneca, Isogenica, Microbiotica and Biomodal. Chesterford Research Park is Uttlesford's most prominent R&D facility and has planning permission to expand further. The Park masterplan sets out the potential for around 93,000 sqm for research and development uses of which approximately 32,500sqm of space is already occupied.
- 4.32 Office demand is focused generally on local SME businesses and particularly space of up to 140sqm, although the rise of hybrid working has affected office floorspace demand. It is reported that that outstanding requirements are all for small and medium-sized units, with little demand for larger HQ office space. The local market in Saffron Walden is focused typically on units of 46-140sqm . Some inquiries from small businesses are reported, for satellite offices thus providing an alternative to commuting to London or Cambridge.

¹⁰ ADD REFERENCE

- 4.33 A lack of industrial supply is noted in Uttlesford and more generally within 10 miles of Bishops Stortford with a 99.6% occupancy level within the industrial market. Demand outstrips supply and there is a need to bring forward new development. There is demand for industrial space in a range of small, medium and large size bands across the district including from established manufacturing businesses. Additional supply is needed, particularly close to M11 Junction 8, which is the area of strongest occupier demand. Demand exists for smaller rural premises across the district and around the smaller towns and villages.
- 4.34 The latest evidence relating to business and employment needs is contained within the 2023 Employment Needs Update which updates the 2021 Employment Needs and Economic Development Evidence Report¹¹.
- 4.35 The Employment Needs Update identifies an overall need for office floorspace of 43,200 sqm or 14.14 ha over the period to 2041. Taking into account the latest monitoring data on completions and commitments (including the Stansted Northside permission) the residual need to be met through new allocations is 4.4ha. The report recommends making an allocation of 3-5 ha around Stansted / Gaunts End / Takeley alongside supporting windfall sites at the Key Settlements of Great Dunmow, Saffron Walden and Stansted Mountfitchet.
- 4.36 Regarding industrial land the report recommends that 235,000 sqm of floorspace is provided during the plan period, of which 153,800 sqm is beyond Stansted. Broadly, the non-strategic floorspace at Northside is considered adequate to meet Stansted-specific business needs of 81,000sqm; therefore the need for the remainder of Uttlesford is 153,800sqm or 34ha.
- 4.37 Taking into account completions and commitments there is a residual need for 30.4 ha industrial land to meet local Uttlesford needs. Of this it has been recommended that industrial allocations are made at Great Dunmow (5-10ha); Saffron Walden (up to 5ha) and 15ha in the Stansted vicinity around Takeley, Bishop's Stortford borders, Stansted Mountfitchet and Birchanger.
- 4.38 Allocations to meet office and industrial needs are made in **Core Policy 4**, with further details provided in the relevant Area Strategies and corresponding Site Development Templates (**Appendices 2 to 4**).

Table 4.6: Uttlesford Employment Land Supply at 11th September 2023

¹¹ UDC, Employment Needs Update (2023). Available at: <https://www.utlesford.gov.uk/article/4936/Employment>

Component	Employment Land (hectares)	
	Office	Industrial
Need 2021 – 2041	14.4	52.2 (of which 34.1 is local/non-Stansted)
Completions and commitments (excluding Northside)	10	3.7
Residual need	4.4	25-30
New Strategic Allocations in this plan	5	33
Balance to be met from windfall/non-strategic development	0	0

Core Policy 4: Meeting Business and Employment Needs

Over the plan period 2021-2041 the land requirement for office development is 14.4ha and industrial development is 52.2ha. In order to meet this requirement a further 4.4ha is needed for office development and 25-30ha is needed for industrial development beyond known completions and commitments (figures correct at 11th September 2023).

A total of 38 hectares of land is identified for future development at the following strategic allocations:

Table 4.5: Local Plan 2041 Employment Allocations

Site Name	Type of Site (Uses Class)	Available Development Land (Hectares)
Great Dunmow / Takeley – Land Between A120 & Stortford Road	E(g)(i) office / E(g)(ii) R&D / E(g)(iii) / B2 Industrial	15
Saffron Walden – Land North of Thaxted Road (Rear of Knights Road)	E(g)(iii) / B2 Industrial	3
Takeley – North of Takeley Street	E(g)(iii) / B2 Industrial	15
Gaunts End	E(g)(i) office	3
Total		36

Planning Applications for employment and business development will be supported at the allocated sites where they meet the requirements set out within the Site Development Templates shown by **Appendices 2 to 4**, and in accordance with the Area Strategies.

The small-scale residual need will be met through windfall development in accordance with **Core Policy 48: New Employment Development on Unallocated Sites** and where supported by Neighbourhood Plans.

In addition to the sites identified for new employment development, a number of existing strategic employment sites have been identified in the Area Strategies. These sites will be safeguarded for employment uses in accordance with **Core Policies 45 and 46**.

Providing Supporting Infrastructure and Services

- 4.40 Providing adequate supporting infrastructure is one of the most important ways the Local Plan can contribute towards achieving a sustainable local

economy, as well as meeting the Plan's Climate Action and Healthy Place-Shaping objectives. The Spatial Strategy focuses development in the most accessible parts of the district thus helping to ensure the Plans proposals are well served by transport links and the necessary physical, social and green infrastructure.

4.41 The Council's approach to infrastructure planning in the district will identify the infrastructure required to meet the district's growth, to support the strategic site allocations and to ensure delivery by:

- working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure
- identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery
- completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space, and
- requiring development proposals to demonstrate that infrastructure requirements can be met in a timely way, including the provision of transport, education, health, social and community facilities.

4.42 Essential Infrastructure is that which is required to make development happen in a timely and sustainable manner. Such infrastructure is therefore needed to ensure that the impacts of development are mitigated and that new development comes forward with necessary supporting facilities. Not investing in this infrastructure may result in delays to development coming forward. Examples of essential infrastructure associated with developments are roads, public transport improvements, schools, and foul water upgrades.

4.43 Other Infrastructure is that which is important to meet the overall cumulative need of development but is not seen as likely to prevent an individual development coming forward in the short-term.

4.44 The Area Strategies set out in Chapters 5 to 8 include policies to help us plan for some of the key infrastructure requirements within each part of the district, and where necessary, also for safeguarding land to ensure that the delivery of these schemes will not be compromised.

4.45 Infrastructure and services will be sought through the negotiation of planning obligations, conditions, levy, undertakings and/ or other agreements as secured through planning permission, to mitigate the direct impacts of development and secure its implementation.

4.46 We will secure funding for any in-kind infrastructure through Planning Obligations where they are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development proposal.

4.47 The Council will pool planning obligations where the infrastructure relates to more than one development site and is required to make more than one development site acceptable in planning terms. Strategic infrastructure could also be pooled.

4.48 The Council's approach to delivering infrastructure will include both a CIL Charging Schedule and a revised Supplementary Planning Document for

Section 106 and will provide more detail about its approach to securing developer contributions.

- 4.49 Upon adoption of the CIL Charging Schedule, CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to deliver new development.
- 4.50 Where not covered by the CIL Charging Schedule, infrastructure and services, including provision for their maintenance, should be delivered directly by the developer through the development management process.

Core Policy 5: Providing Supporting Infrastructure and Services

All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/ or through an appropriate financial contribution prior to, or in conjunction with, new development. Where appropriate, developers will be expected to collaborate on the provision of infrastructure which is needed to serve more than one site. In ensuring the timely delivery of infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan and all other relevant policies of this Plan.

If infrastructure requirements could render the development unviable, proposals for major development should be supported by an independent viability assessment on terms agreed by the relevant parties including the Council and County Council and funded by the developer. This will involve an open book approach. Where viability constraints are demonstrated by evidence the Council will:

- i. prioritise developer contributions for essential and then other infrastructure in line with the definitions as set out in Paragraphs 4.42 and 4.43 and the detail of the requirements outlined in the IDP, and/ or
- ii. use an appropriate mechanism to defer part of the developer contributions requirement to a later date, or
- iii. as a last resort, refuse planning permission if the development would be unsustainable without inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including CIL.

The Council's Delivering Infrastructure Strategy will include both a CIL Charging Schedule and a Supplementary Planning Document for Section 106 agreements that will provide more detail about its approach to securing developer contributions.

Upon adoption of the CIL Charging Schedule, CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to delivery new development.

Where not covered by the CIL Charging Schedule, infrastructure and services, including provision for their maintenance, should be delivered directly by the developer through the development management process.

Infrastructure and services will be sought through the negotiation of planning obligations, conditions, levy, undertaking and/ or other agreement as secured through the planning permission, to mitigate the direct impacts of development and secure its implementation.

5. North Uttlesford Area Strategy

Introduction

- 5.1 This Chapter focuses on the Key Settlement of Saffron Walden and the Local Rural Centres of Great Chesterford and Newport. These are the largest settlements in the northern part of Uttlesford and together form the North Uttlesford Area Strategy. This strategy helps to provide a spatial dimension to the Local Plan and make it easier for readers interested in particular parts of the district to understand what is being proposed. All three settlements are located on or adjacent to the M11 corridor that runs north-south through the western edge of Uttlesford, and the valley of the River Cam. The area also contains a number of smaller villages (such as Littlebury and Wendens Ambo) although our policies affecting the more rural areas are set out in Chapter 8: Rural Area Strategy.
- 5.2 Saffron Walden is the largest settlement in the district, which is an important medieval town containing many historic buildings of note and includes a Conservation Area which covers large portions of the central and north-eastern extents of the town. The town has the largest retail and service offer in the district and as such functions as a Key Settlement. This offering includes several schools, sports and leisure facilities, shops and supermarkets, a GP surgery, a community hospital, along with various other services and facilities available to the public. It has seen considerable expansion in recent years particularly to the south and east of the Town, although infrastructure provision has not always kept up with this expansion. It is essential that any new development provides a comprehensive range of new or additional infrastructure services and facilities to help redress this.
- 5.3 The Audley End Estate is situated to the west of the town and comprises the house itself along with large sections of land in the vicinity which provides a natural barrier to the western extent of Saffron Walden. The historic, natural and attractive characteristics of the estate make it an important asset to the area, which should be protected from any development pressure. The nearby railway station located at Wendens Ambo provides good access to Cambridge and London, but is located approximately 3 miles from the town, so it is essential that public transport and cycling connections between the town and the station are maintained and, wherever possible, enhanced.
- 5.4 Great Chesterford is located in the northern most part of Uttlesford being close to the border with neighbouring South Cambridgeshire District. The settlement benefits from a railway station located at its heart with excellent connections and the wider area contains a number of key employment sites. These contribute to the high-tech and bio-tech cluster, that partly lie in South Cambridgeshire and partly within Uttlesford, such as Great Chesterford Research Park. Great Chesterford Research Park was initially constructed approximately 60 years ago and since then, has continually provided high-skill employment opportunities to the residents of Uttlesford and South Cambridgeshire, particularly surrounding the pharmaceutical and biotechnological industries. There are some significant heritage assets in the area including a large cluster of listed buildings along High Street, South Street and Carmel Street, with a Conservation Area designation also covering this historic core. Abutting the settlement to the north-east, lies a Scheduled Monument designation, comprising a Roman fort, Roman town, Roman and Anglo-Saxon cemeteries. Whilst the settlement is close to the M11 Junction 9 – the volume of traffic using this route and development pressure in the wider area (outside of Uttlesford) highlights the

importance of ensuring any longer-term proposals adequately test and mitigate any impacts associated with the Stumps Cross junction, A11 and M11 Junction 9.

- 5.5 Newport is the other Local Rural Centre located in the northern part of Uttlesford that is also a highly attractive medieval settlement. The settlement benefits from a railway station with excellent connections to the north and south, a good range of shops, a secondary school and a primary school. A high proportion of the designated heritage assets within Newport are situated along High Street. Reflective of this, the Newport Conservation Area is broadly linear, running north-south along this route. Abutting the very north-eastern extent of Newport lies the Historic Park and Garden designation of Shortgrove Hall. This is a well landscaped park formed in the 18th Century. The statutory protection afforded to this historic park and its rural setting ensure that it should be protected from development pressure.
- 5.6 Given the importance and relative size of these settlements in Uttlesford, along with the range of services and facilities they provide, and the associated opportunities for maximizing walking, cycling and public transport use to access services, facilities and employment; these settlements are considered to be amongst the most sustainable locations for growth within the district. For these reasons, there are strategic development proposals at Saffron Walden and Newport, but due to various constraints, no strategic growth is proposed at Great Chesterford.
- 5.7 Following the delivery of the proposed allocations, discussed later in this Chapter, the settlements will continue to be thriving places; acting as important service centres for their surrounding catchments. The historic character and attractive landscape settings will have been maintained. New development will have been successfully integrated with the settlement, alongside additional infrastructure provision, improving self-sufficiency. Meanwhile, new residents contribute to sustaining the services and facilities also valued by existing communities.

How the North Uttlesford Area Will Change by 2041

- 5.5 By 2041, the following deliverables are sought for within North Uttlesford:
- the provision of both primary (3 form entry) and secondary provision (a new sixth form centre) in Saffron Walden and the expansion of primary and secondary provision in Newport
 - the provision of around 1,692 dwellings across Saffron Walden and Newport, including around 556 affordable dwellings
 - up to 3 hectares of employment provision in Saffron Walden in the form of expansion to the retail park at the 'Land north-east of Thaxted Road, Saffron Walden'
 - development which achieves high quality design, conserving the historic environment and landscape setting of the settlements
 - comprehensive packages of infrastructure enhancements towards new health care, open space and leisure facilities
 - transport improvements including improved bus frequencies
 - enhanced facilities at both Saffron Walden (Audley End) and Newport railway stations, along with a link road provided between Thaxted Road and Radwinter Road, and
 - high quality walking and cycling links from the proposed allocations connecting to Newport and Saffron Walden centres and the railway stations.

Housing

- 5.9 The plan proposes around 1,280 homes at Saffron Walden and 412 at Newport. This is important to ensure the Local Plan supports sustainable development and supports infrastructure delivery where it has maximum benefit to existing as well as new communities especially given the shortcomings in planning for infrastructure in Uttlesford in the past.
- 5.10 It is also important we provide support for our retailers, businesses and existing services and facilities so we help to maintain the viability and vitality of our most sustainable communities. As an increasing number of people work from home, ensuring that new residents can easily access local facilities by sustainable modes of travel not only helps to reduce the need to travel but also boosts the local economy, along with providing affordable housing where the need arises (i.e., in our existing main settlements).
- 5.11 Development at Saffron Walden provides an opportunity to provide substantial new education facilities, including a 3-form entry primary school that will provide for some of the recently committed development as well as the newly proposed allocation. This approach is preferred by Essex County Council as Education Authority as opposed to providing two smaller and separately located schools. The development will also provide a new Sixth Form Centre for Saffron Walden County High School, thus enabling secondary expansion in the town. The secondary school here is already the largest in the district, but expansion helps to prevent the need for pupils to travel further afield.
- 5.12 Moreover, within the proposed allocations, provision has been made for the delivery of a link road which connects Thaxted Road and Radwinter Road, thereby alleviating pressure from vehicular traffic within the constrained town centre and facilitating greater connectivity. The Saffron Walden allocations will also provide a range of proposed green and open spaces, including formal play areas, semi-natural spaces, and landscape corridors. The Plan is also proposing a substantial Country Park to the east of Saffron Walden to ensure appropriate open space is easily accessible to our communities across the district, while further Country Park's are proposed within the South Uttlesford Area Strategy.
- 5.13 Similarly, the proposed development at Newport helps to address the shortcomings in infrastructure provision, with proposed provision of a range of central green areas that combine existing ecological assets, new publicly accessible spaces, and include measures to enhance biodiversity. Additionally, new footpath connections are proposed within the sites which better connect Newport with the Public Right of Way network to the west, including Harcamlow Way. As part of the allocations, land is also proposed for a flexible, non-residential facility, within which future applicants should explore possibilities for providing a new leisure/community use which would relate well to the existing Newport Primary School.
- 5.14 There is no development proposed at Great Chesterford for a variety of reasons, including constraints associated with the M11 junction and the historic environment. There may be development potential at Great Chesterford in the longer term, particularly in proximity to the railway station, but this would require access from neighbouring South Cambridgeshire, and so this might be something that could be investigated in a future plan.

- 5.15 The Site Selection Methodology Topic Paper provides a detailed explanation for how the proposed allocations have been selected¹.
- 5.16 The policy requirements (**Appendix 2**) ensure that a comprehensive masterplanning approach is taken, whereby new development is not to be delivered piecemeal but as part of cohesive approach. Planning applications will be required to ensure that new development delivers appropriate linkages between the allocations and the existing settlement, well-connected green infrastructure, and high quality public open spaces that benefit all existing as well as future residents.

Economy

- 5.17 There has been strong employment growth within Uttlesford in recent years, particularly associated with Stansted Airport and the Northside scheme has recently been consented. Employment growth in the north of the district has been more limited to smaller developments, but expansion is proposed in Saffron Walden for 3 ha at Land North-East of Thaxted Road for industrial uses. This is consistent with the Economic Needs Assessment (2023)² that identified a need at Saffron Walden for up to 4 ha. In relation to office space, there is considered to be sufficient flexibility provided by repurposing of vacant or underused floorspace with no requirement for additional allocations for office space.
- 5.18 The evidence also noted that spending by visitors is an important source of income for the district and much of this comes from the historic market towns particularly Saffron Walden.
- 5.19 The Chesterford Research Park is located to the north of Saffron Walden and to the east of Little Chesterford. The research park was originally a crop protection research centre but over the last sixty years, it has developed into a research park for biotechnology, pharmaceutical and technology firms. The research park provides a somewhat unique employment offering within the Uttlesford context and there is the potential for additional development plots within this cluster to attract international investment, thereby building upon the high-skilled employment opportunities generated at this site. Whilst this Local Plan does not make any specific proposals for expanding this site, the Plan does provide flexibility to support economic development of unallocated sites within **Core Policy 48** should this become required.
- 5.21 Outside of the plan area, to the north of Great Chesterford, is the Welcome Genome Campus which currently has consent for up to 150,000 square metres of employment floorspace and up to 1,500 dwellings. Although outside the scope of this Local Plan, the Government's proposals for substantial development in the Cambridge area in the longer term are likely to become a factor that will need to be considered in a future Local Plan process. Given the significant constraints on development in Cambridge in the short to medium term, for example related to water supply, it is considered there is too much uncertainty around these matters to consider any firm proposals for more strategic development within the current Plan.

¹ UDC, Site Selection Methodology Topic Paper, 2023. Available at: **TO ADD**

² UDC, Economic Needs Assessment, 2023. Available at:
<https://www.uttlesford.gov.uk/article/4936/Employment>

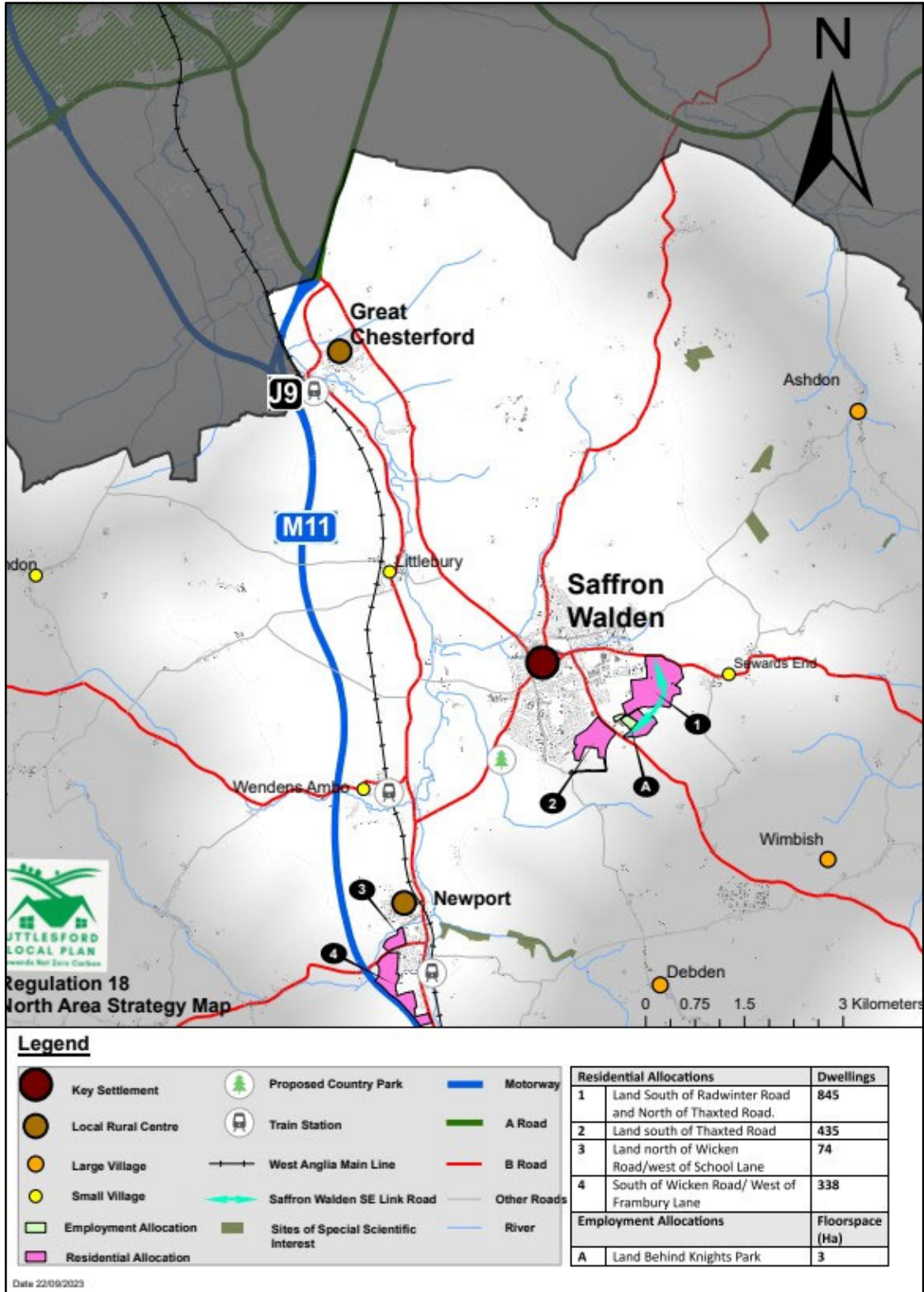


Figure 5.1: Area Strategy Map

Core Policy 6: North Uttlesford Area Strategy

Our over-arching priorities for North Uttlesford Area are to secure the aligned delivery of housing, jobs and infrastructure required to help achieve sustainable development, improve self-sufficiency for each settlement by enhancing its vitality and viability, as well as maximizing opportunities for sustainable travel choices.

Development in the North Uttlesford Area should be in accordance with the Settlement Hierarchy set out in **Core Policy 3**.

Housing Delivery

Around 1,692 dwellings will be delivered through strategic allocations. Non-strategic allocations may also be delivered through this Plan or through Neighbourhood Development Plans.

Development will be supported at the strategic site allocations where development meets the requirements set out within the Site Development Templates (**Appendix 2**) and is in accordance with the Development Plan taken as a whole. The following table shows how the level of planned housing within the North Uttlesford Area through strategic development sites will be distributed:

Table 7.2: North Uttlesford Area Strategy Housing Allocations

Settlement	Site Name	Number of Dwellings
Newport	North of Wicken Road/West of School Lane	74
Newport	South of Wicken Road/West of Frambury Lane	338
Saffron Walden	Land south of Radwinter road, north of Thaxted road.	845
Saffron Walden	Land south of Thaxted road	435
Total		1,692

Employment

Existing employment will be protected in accordance with **Core Policy 45**. Three hectares of new employment land will be provided for business and employment growth in accordance with **Core Policy 46** on the following strategic employment site:

Table 7.3: North Uttlesford Area Strategy Employment Allocations

Settlement	Site Name	Hectares
Saffron Walden	Land north of Thaxted road (Rear of Knights Park)	3
Total		3

Proposed Strategic Development Sites

Newport

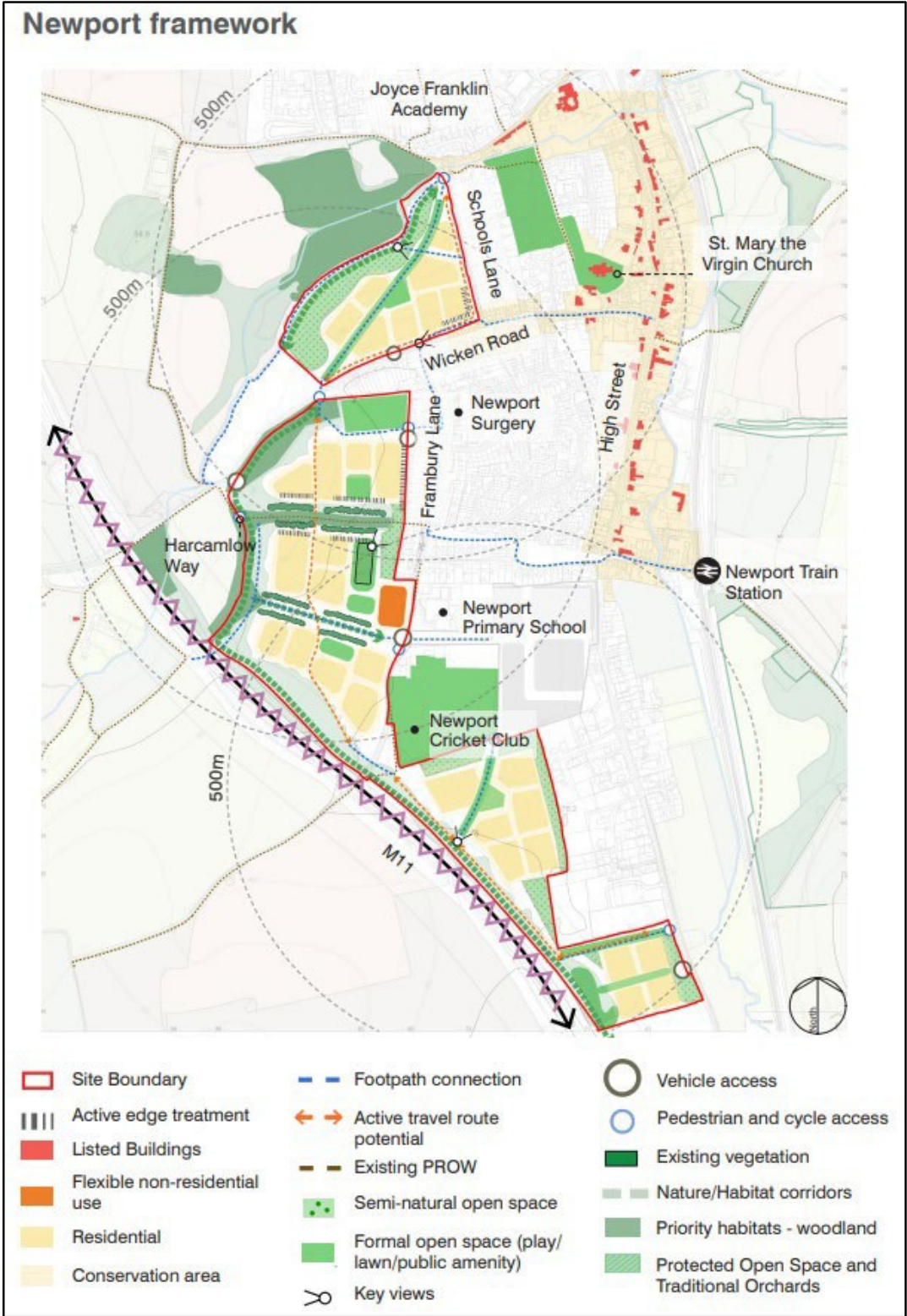


Figure 5.2: Proposed Strategic Allocations at Newport

5.22 The proposed allocations within **Figure 5.2** seek to cumulatively deliver around 412 dwellings along with green infrastructure, open spaces, and new transport infrastructure. These allocations deliver a level of growth which can support the vitality of Newport and provide essential new facilities whilst also being well

integrated into the town and protecting its important historic character. Key considerations for planning for these sites will include:

Land North of Wicken Road:

- maximize key views of St. Mary's the Virgin church and create a strong interface with the conservation area
- retain existing vegetation and trees whilst integrating new habitat/nature corridors
- establish additional pedestrian accesses to, and connectivity between, the PROW network beyond the site
- develop a central open space that is overlooked by buildings and connected by legible direct links throughout the development
- create safe and overlooked pedestrian links in the site, with a focus on providing safe walking routes between the site and the school, and
- improve footway and crossing infrastructure, including exploration of a reduction of the Wicken Road speed limit.

Land at Pond Cross Farm, Frambury Lane:

- utilise the PROW as a key feature of the development and create new PROWs that connect the sites to the landscape adjacent to the M11
- ensure pedestrian and cycle routes connect development parcels that are separated by areas of open space and landscape within the site
- explore providing an additional community use near the existing primary school
- provide a range of central green areas that combining existing ecological assets and new publicly accessible spaces and include measures to enhance biodiversity
- explore creating a strong interface with the western most section of Frambury Lane
- retain long distance landscape views to and within the site, to avoid any impact of development on existing views of the historic core of Newport, including views of the church from higher ground, and
- prioritise pedestrian and cycle access and connectivity between the site and Newport High Street and Train Station.

Saffron Walden

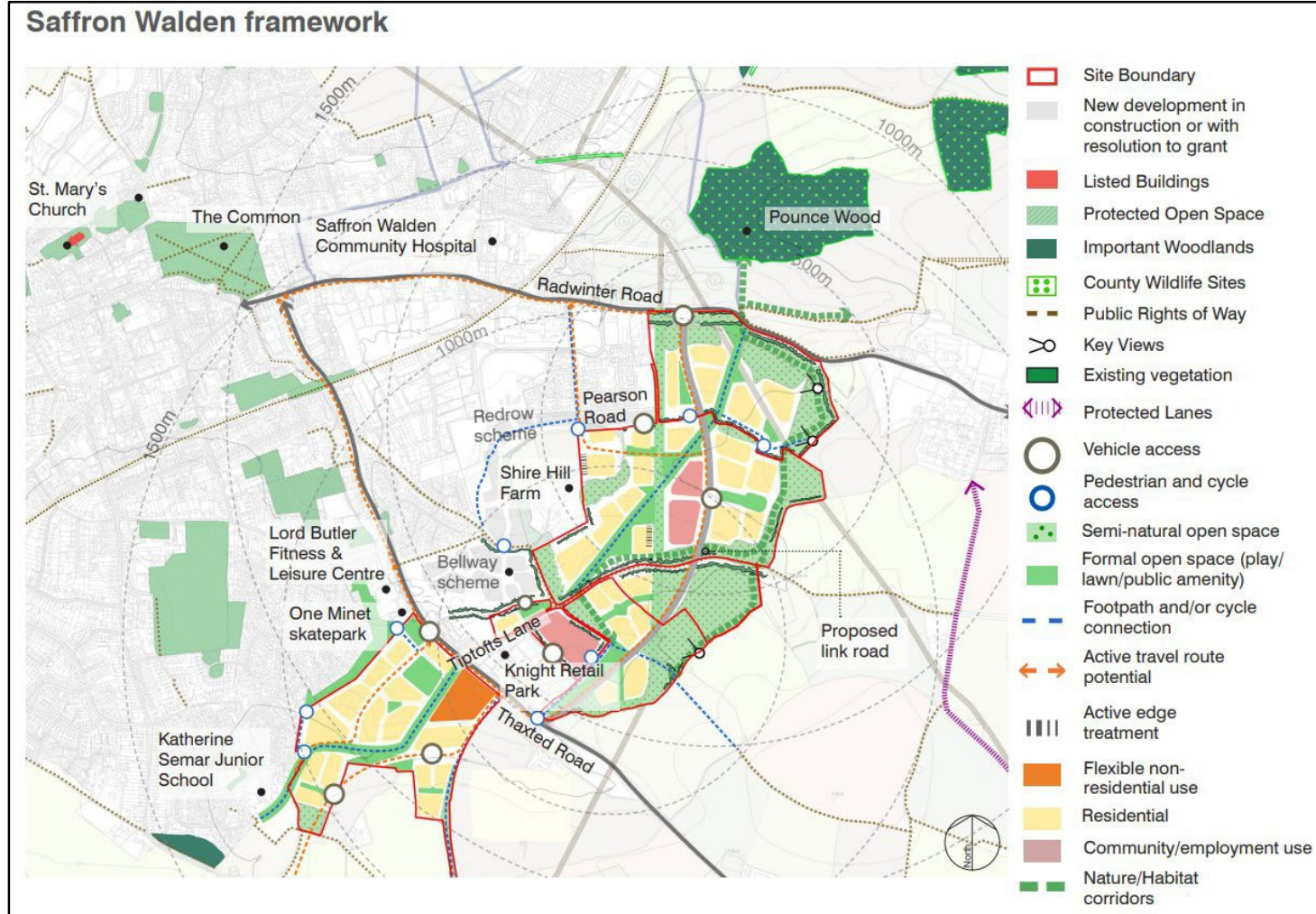


Figure 5.3: Proposed Strategic Allocations at Saffron Walden

5.23 The figure above shows the proposed allocations within Saffron Walden which seek to cumulatively deliver up to 1,179 dwellings, a new 3F/E primary school, a new sixth form centre, green infrastructure, open spaces, and new transport infrastructure including a link road to the east of the town. These allocations propose a level of growth which can ensure that new and existing residents of Saffron Walden benefit from sufficient school places, better transport connectivity, open and green space, whilst protecting the historic features and qualities of the town. Key considerations for planning for these sites will include:

- maximise key views towards Saffron Walden, St Mary's Church and Pounce Wood from higher ground at the western end of the site
- provide multiple points of pedestrian access to the PROW that runs along the southern edge of the site, providing key active travel routes, and explore upgrading the PROW to a byway to include access for cyclists
- provide a network of green spaces that are interconnected through legible pedestrian links. These spaces should be overlooked by homes and/or community facilities
- provide a mixed-use area on the site. This area should be accessible to all visitors and well connected by all modes of transport. The mixed-use area could be an educational facility supporting a 3FE primary school
- be connected by road infrastructure that serves as a multi-modal corridor suitable for all vehicles
- provide vehicle access to Radwinter Road and from Pearson Road and the prospective Redrow development into the site to the east of Shire Hill Farm, avoiding utilities constraints, and
- retain existing hedgerows and vegetation that define site boundaries and edges, and maximize the use of existing trees within the sites as a key landscape features.

Delivery of Transport Infrastructure within the North Uttlesford Area.

5.24 To ensure we deliver sustainable and active travel within Newport and Saffron Waldon, the proposed allocations will be required to contribute to strategic transport improvements including the delivery of active travel routes and infrastructure, improvements to bus services and infrastructure and the provision of car clubs and e-bikes. This will be supported by robust travel planning and travel plan monitoring. Consideration should be given to providing and enhancing active travel connections to rail stations and schools.

5.25 These interventions will ensure that the development proposals provide a realistic alternative to the car and mitigate any additional pressure on the highway network resultant from the development proposals.

5.26 In Saffron Walden development sites will be required to deliver a multi-modal corridor connecting Radwinter Road and Thaxted Road and Debden Road. This road will provide connectivity between the sites and serve as the primary 'estate road' access. The road is required to be delivered in full in order to relieve pressure from some of the key junctions and routes in the town that would result from development traffic. The road will act as a local distributor and be built to a specification suitable for all vehicles including buses and HGV's. It will provide a cycling and walking route built to LTN 1/20 standards and appropriate infrastructure for bus services.

5.27 The multi-modal link road corridor will be built to the appropriate highway design standards and take into account the design principles in the Uttlesford Design Code.

- 5.28 Development proposals will ensure that a future onward connection of the route from Debden Road to Newport Road is facilitated and considered in all site design proposals.
- 5.29 It is therefore important that these and the wider range of requirements affecting the site proposals as shown by the following Core Policy are brought forward.

Core Policy 7: Delivery of Transport Schemes within the North Uttlesford Area

In order to deliver the growth in the North Uttlesford Area, highway infrastructure has been identified to mitigate the impact of planned growth that is important to help secure a viable and sustainable future for the area. The package may be further refined through development of the Local Transport and Connectivity Plan being developed by Essex County Council.

Transport infrastructure in North Uttlesford will be required as follows:

- i. a multi-modal link road in Saffron Walden linking Radwinter Road and Thaxted Road and Debden Road for all vehicles, cyclists and pedestrians
- ii. financial contributions towards the improvement bus services between Great Chesterford Newport and Saffron Walden and Cambridge, allowing for an increased frequency of services
- iii. enhancements are required to existing routes and/or delivery of new active travel and bus connections to Newport and Audley End rail stations. Enhancements may be required for interchange facilities at rail stations, and
- iv. deliver strategic cycling and walking infrastructure improvements as identified in the Uttlesford and Essex LCWIP

Safeguarding of Land for Strategic Transport Schemes in the North Uttlesford Area

- 5.30 There are a number of strategic transport improvements, set out within **Core Policy 7** (shown above) that will require land to be safeguarded to help ensure that development is sustainable and deliverable. For this reason, selected schemes are identified within **Core Policy 8: Safeguarding of Land for Strategic Transport Schemes in the North Uttlesford Area**, set out below.

Core Policy 8: Safeguarding of Land for Strategic Transport Schemes in the North Uttlesford Area

Land is safeguarded to support the delivery of the following transport schemes as listed by **Core Policy 7**.

- a multi-modal link road in Saffron Walden linking Radwinter Road and Thaxted Road and Debden Road for all vehicles, cyclists and pedestrians.

Any proposals for development that may reasonably be considered to have the potential to impact the delivery of the identified transport schemes (to be shown by maps in **Appendix 6** and the Policies Map)* should demonstrate the proposal would not harm their delivery.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport scheme listed.

New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access.

*the area shown on the Policies Map and **Appendix 6** illustrates where the policy will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Essex County Council and other relevant parties.

Delivery of Green and Blue Infrastructure in the North Uttlesford Area.

- 5.31 Planning for Climate Change and for Green and Blue Infrastructure (GBI) are fundamental considerations of the Local Plan and development proposals will be required to show how GBI provides the framework for the design and layout of development proposals in accordance with **Core Policies 38 and 39** on the Green and Blue Infrastructure Strategy and Biodiversity Net Gain. A particular characteristic of North Uttlesford is the rolling chalkland landscape and its chalk streams with their vulnerable habitats and water flow.
- 5.32 The Harcamlow Way is a long-distance footpath and should be incorporated in the development proposals around Newport. Where routes cross the railway line or M11 every opportunity should be made to enhance existing connections for cycling as well as walking to reduce the barrier to movement for active travel and nature.
- 5.33 In order to accommodate the need for amenity, recreation, access to open space and general compliance with Natural England standards (e.g., at least 0.5 hectares within 15 minutes of homes) it is proposed to create a new Country Park adjoining the proposed development allocation at Saffron Walden as proposed in our draft Green and Blue Infrastructure (GBI) Strategy³. Although all development proposals will provide areas for play and local access it is the scale of a Country Park that is particularly required in the northern area to be provided at Saffron Walden. This offers an opportunity for the interpretation of the unique landscape and heritage as well as its underlying archaeology, scheduled ancient monuments and former settlements.
- 5.34 Tree cover is relatively poor in the north and habitats are fragmented; a key GBIS aim is to enhance tree cover, including new and replacement hedgerows and orchards. Objective SO1 from the GBI Strategy seeks to improve the habitat connectivity, in particular, where significant gaps in the habitat network have been identified around Saffron Walden. Tree planting will address another GBI objective to support tree planting on less productive agricultural land and along river corridors, enhancing biodiversity and mitigating against the effects of climate change.
- 5.35 The allocation in Saffron Walden also provides opportunities for making important contributions to biodiversity and green and blue infrastructure through measures such as ensuring good permeability between new development sites and existing developments, and by providing green infrastructure to provide habitat. Any proposed development must consider potential for green infrastructure provision to connect to and support habitat networks connecting beyond the site boundary to the Ancient Woodland site and designated LWS at Pounce wood.

³ UDC, Green and Blue Infrastructure Study, 2023. Available at:
<https://www.uttlesford.gov.uk/article/4937/Environment>

- 5.36 The proposed allocation North of Wicken Road/West of School Lane is adjacent to the local wildlife site Wicken Water Marsh and this allocation represents an opportunity to enhance this site by providing broadleaved/riparian woodland planting along the site's northern boundary, strengthening the existing habitats to the north of the site and aiding flood risk reduction. Within the allocation itself there are also opportunities to provide a centrally located play space, as well as open space, and wider opportunities to incorporate green infrastructure within the streetscape through the planting of street trees, hedges and wildflower verges.
- 5.37 The larger allocation slightly further to the south gives multiple opportunities for enhancements. The site contains an existing allotment and there is a habitat corridor along its western/southern boundary with the M11 and it is important development protects the existing allotment space and provide new community spaces near the primary school (including additional community growing space, play space and greenspace). Furthermore, there are opportunities to create a focal point with good connections to Frambury Lane, incorporate provision of a significant amount of natural/semi-natural greenspace with good access links for rest of Newport.

Core Policy 9: Green and Blue Infrastructure in the North Uttlesford Area.

The Council will require all development proposals to protect and enhance green and blue infrastructure and assets in the North Uttlesford area as shown by maps in **Appendix 9-12** and to be shown on the Adopted Policies Map.

The Council will seek contributions towards the strategic projects (including their enhancement and on-going management costs) identified in the Uttlesford Green and Blue Infrastructure Strategy for the North Uttlesford area, including:

- i. improving access to the river Cam and its tributaries
- ii. improving the ecological condition of the river Cam and its tributaries
- iii. improving green linkages along the river Cam
- iv. extending and enhancing Public Rights of Way across allocations
- v. protecting and enhancing areas of chalk grassland
- vi. protecting and enhancing traditional orchards
- vii. protect and enhancing species rich chalk grassland verges, and
- viii. creation of a country park to serve residents in north Uttlesford.

North Uttlesford Area - Heritage

- 5.38 The Northern Uttlesford Area is rich in history, both in its urban and rural environments. The presence of numerous designated heritage assets, including listed buildings, scheduled ancient monuments, and historic parks and gardens, means that development, both within the proposed allocations and beyond, must be sensitively located, planned and constructed to take account of these valuable assets.
- 5.39 There is evidence of definitive settlements within Uttlesford dating back to the Bronze Age, however, more extensive remains exist from later periods, including Roman Britain. In particular, Uttlesford contains the second largest walled Roman town in Essex at Great Chesterford, with evidence of Roman burial sites and historic farmsteads also located within the North of the District. Consequently, future developments should be aware of, and respond to, the archaeological sensitivities at the site in question, so that this cultural heritage can continue to be preserved and recorded.

- 5.40 Much of the present rural and urban landscape within North Uttlesford originated in either the medieval or late Saxon period. Settlements such as Saffron Walden and Newport have medieval origins, resulting in many medieval buildings and churches which are still present today. These roots are reflected both in the architecture within the settlements, but also their urban grain. Therefore, it is important that new development is brought forward in a manner which preserves the historic significance of nearby heritage assets on which they may have affect, but also prioritizes a heritage led approach which integrates well with the existing pattern of development by way of density, layout, scale etc. Many of the settlements within North Uttlesford have designated conservation areas, which outline the historic and visual significance of the respective places, as well as how future development can preserve and enhance the surrounding environment.
- 5.41 Throughout the post-medieval period, many of the aforementioned settlements were expanded to accommodate increased industry and population, meanwhile several large parks and landscaped gardens were created. Some, such as Audley End, were on the sites of former religious establishments whilst others were associated with halls and manorial estates. These parks form a critical feature of the North Uttlesford landscape and are utilized by both local residents and visitors. It is important that the open character of these parks and their surroundings is maintained so that they continue to be attractive destinations, but also to preserve their visual qualities in the context of the wider historic landscape.
- 5.42 The proposed allocations are required to be designed in a manner which reflects site specific heritage constraints and opportunities, including the retention of key views, use of active frontages, and the provision of open spaces and green infrastructure in positive locations. However, all development should respond to the historic character of this part of the district. To ensure this, all development which affects heritage assets will be considered under **Core Policy 62: The Historic Environment**, other relevant policies within this Plan and relevant national policy.

6. South Uttlesford Area Strategy

Introduction

- 6.1. The South Area Strategy covers the corridor that extends east to west from Stansted Mountfitchet to Great Dunmow and includes the settlement of Takeley. It is a strategically important employment and transport corridor, largely following the A120, and contains a variety of land uses, landscapes, biodiversity and heritage assets. Its role as a transport corridor is focused on the A120 that links Stansted Airport and the M11 at Junction 8 to Braintree and beyond.
- 6.2. The area's economic importance is focused on the larger scale industries' associated with airport cargo, passenger trips and commercial activities in and around the Stansted Airport area. The emerging Northside commercial development has recently been consented for 195,000 sqm and adjoins the airport. The two road arteries connect at Junction 8 of the M11 motorway, and to the railway stations on the Cambridge to London West Anglia line at Stansted Mountfitchet, and the multi-modal transport hub at Stansted Airport itself.
- 6.3. The countryside is rolling, agricultural and dissected by three river systems draining into the Rivers Chelmer, Roding and Stort that create a variety of habitats with considerable scope for enhancement along agricultural margins and the development proposed on farmland. The area has a rich and long history and heritage with several hundred listed buildings. Hatfield Forest Nature Reserve is a SSSI, containing a Scheduled Ancient Monument. This major visitor attraction currently suffers from overuse and lack of choice in public parkland amenity spaces and it is therefore essential the Local Plan supports the creation of a new Country Park along with more localised improvements to green infrastructure and open spaces, to help reduce any impacts on Hatfield Forest.
- 6.4. The area is a popular place in which to live with easy access to London and Cambridge three 'Made' Neighbourhood Plans cover parts of the South Strategy area at Great Dunmow, Felsted and Stebbing, whilst the Stansted Mountfitchet and Takeley Neighbourhood Plans are currently being prepared as is designation of a Conservation Area at Smith's Green.
- 6.5. Beyond Saffron Walden, Great Dunmow and Stansted Mountfitchet are our next largest settlements, which provide for the largest range of services and facilities, and as such are classified as 'key settlements'. Great Dunmow is situated about 6 miles east of Stansted Airport, north of the A120 dual carriageway. The parish is largely rural, however there is significant development pressure due to the town's proximity to Stansted Airport and London, the M11 motorway and the A120. Great Dunmow has its origins in roman times and there are over two-hundred listed buildings within the town.
- 6.6. Stansted Mountfitchet is situated near the border between Essex and Hertfordshire. The town relies on nearby settlements for large scale retail and leisure opportunities, and employment opportunities at Stansted Airport, Bishop Stortford and London. Stansted's origins as a settlement date back to Saxon Briton whilst the occupation of Stansted Mountfitchet castle, which now comprises a Schedule Ancient Monument, long pre-dates this. The southern edge of the settlement is bordered by a Metropolitan Green Belt designation, which prevents coalescence between the built form a Stansted, Birchanger and Bishops Stortford.

- 6.7. Takeley is classified as a 'Local Rural Centre' which represents the second highest level of services and facilities and provides an opportunity to support highly sustainable development. The settlement has seen piecemeal development in recent years and new strategic scale development in this plan provides an opportunity to provide a comprehensive and high-quality scheme that incorporates large areas of open space, protects the historic and environmental assets, but also provides for a new local centre and infrastructure such as schools and health facilities. With improved cycle and pedestrian access to the public transport interchange at Stansted Airport and nearby existing and proposed strategic employment sites, this provides one of the best opportunities for sustainable development in the district.
- 6.8 The South Area Strategy aims to provide new housing, community facilities and employment sites respecting the existing characters and heritage settings like Hatfield Forest's ancient royal hunting grounds, Smiths Green, Church End village and the Flitch Way long distance recreational route along the former railway line.

How the South Uttlesford will change by 2041

- 6.9 By 2041, the following deliverables are sought for within the South Uttlesford Area:
- the provision of a new secondary school at Takeley to serve the settlement and surrounding catchment and to complement the new secondary school already planned at Great Dunmow. There will also be new primary schools at Takeley and at Great Dunmow
 - the provision of around 2,895 new dwellings on four strategic sites (one at Takeley for around 1,636 dwellings, one at great Dunmow for around 869 dwellings and two sites at Stansted Mountfitchet for around 390 dwellings in total). The development will include around 1,000 affordable homes.
 - to provide active travel linkages between the proposed development sites and the existing settlement facilities, including improved connections for walking and cycling between Takeley and the public transport interchange at Stansted Airport and between key employment sites
 - significant areas of new green infrastructure, open space, areas for enhancing and protecting biodiversity, including a new Country Park in the Takeley and Great Dunmow areas to reduce pressure on Hatfield Forest
 - 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
 - to plan for 33 hectares of strategic employment space in the South Uttlesford Area to meet identified need related to the area, its settlements and related to the airport
 - development which achieves high quality urban design and protects the historic nature of the settlements, and
 - support greater footfall within the retail centres in Takeley, Prior's Green and Great Dunmow and to help boost the local economy.

Housing

- 6.10 There has been significant new housing growth along and adjacent to the corridor in recent years. It is important however that infrastructure is delivered to support any growth and the proposed allocations in this Local Plan will help to address any existing shortcomings.

- 6.11 To deliver the homes and infrastructure outlined above, the Local Plan provides for around 2,895 additional homes at four proposed strategic sites at Great Dunmow, Stansted Mountfitchet and Takeley/ Little Canfield. These allocations are set out in **Core Policy 10** and **Figures 6.1, 6.2** shown below.
- 6.12 The policy requirements (**Appendix 3**) ensure that a comprehensive master-planning approach is taken to planning for the strategic sites to ensure the development forms part of cohesive approach. Planning applications will be required to ensure that new development delivers appropriate linkages between the allocations and the existing settlements, well-connected green infrastructure, and high quality public open spaces that benefit all South Uttlesford residents.
- 6.13 The proximity of new development in well serviced locations near existing communities and the enhancement of services will help to ensure the long-term viability and vitality of existing settlements. A high proportion of local housing will be affordable and available in different tenures with specialist housing including those that are suited to our ageing population and people who wish to rent.
- 6.14 The Site Selection Methodology Topic Paper provides a detailed explanation for how the proposed allocations have been selected¹.

Economy

- 6.15 The South Uttlesford Area will continue as a significant location for employment, particularly associated with the airport, including the recently consented scheme at Northside, located on the north-western side of the airport for 195,000 sqm for a range of B1 (industrial) uses and anticipated to provide around 3,000 jobs. Growth in passenger numbers at the airport and the new terminal facility will also provide for further employment in this area.
- 6.16 This Local Plan proposes three new strategic employment sites to meet the identified need in proximity to Stansted Airport, but also being easily accessible to the Key Settlements and Local Rural Centres in this area. These sites are listed in **Core Policy 4** and provide for around 33 hectares. The site **Great Dunmow/ Takeley** south of the A120 between Great Dunmow and Takeley should also include a public transport mobility hub, which is discussed more later in this Chapter.

¹ Uttlesford District Council, 2023, Site Selection Methodology Topic Paper. Available at: <https://www.uttlesford.gov.uk/localplanevidence>

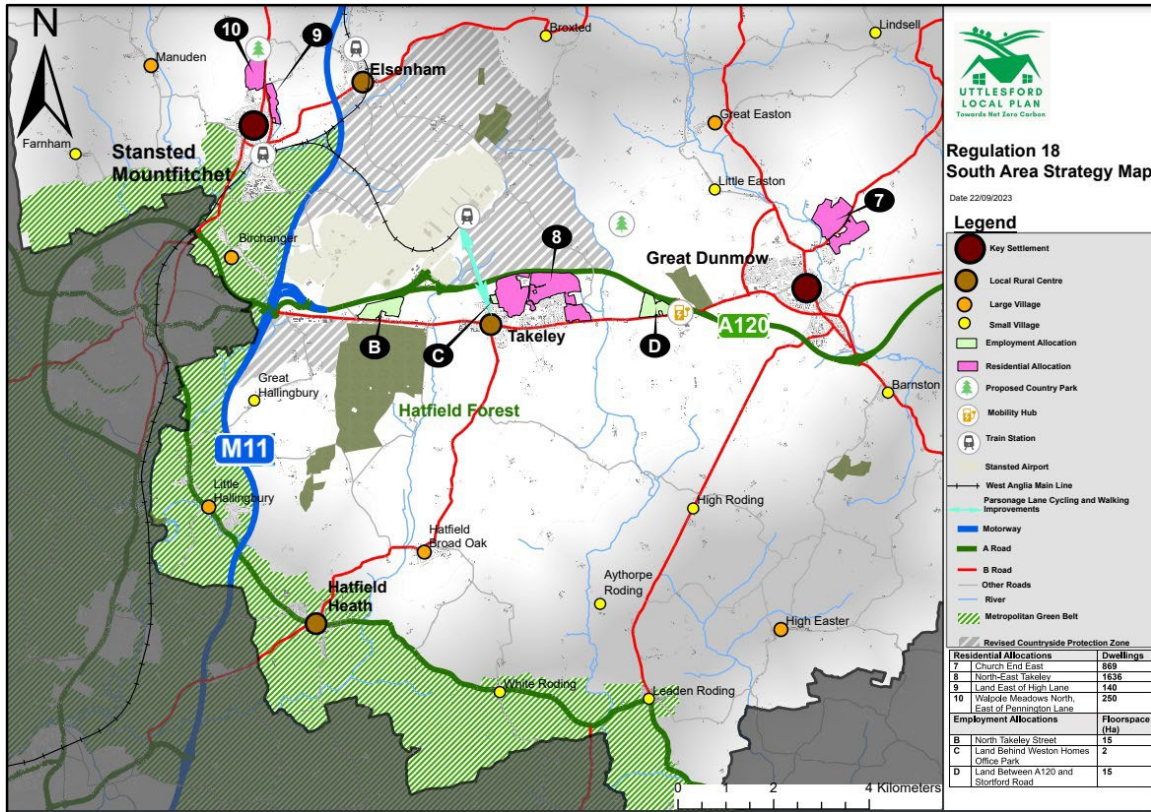


Figure 6.1: Area Strategy Map

Core Policy 10: South Uttlesford Area Strategy

Our overarching priority for the South Uttlesford Area is to support the strategic roles of the Key Settlements and Local Rural Centres by delivering a balance of housing, employment and a range of infrastructure, whilst protecting the environmental and historic assets and maximising opportunities for sustainable travel choices.

Development in the South Uttlesford Area should be in accordance with the Settlement Hierarchy set out in **Core Policy 3**.

Housing Delivery

Around 2,895 dwellings will be delivered through strategic allocations. Non-strategic allocations may also be delivered through this Plan or through Neighbourhood Development Plans.

Development will be supported at the strategic site allocations where development meets the requirements set out within the Site Development Templates (**Appendix 3**) and are in accordance with the Development Plan taken as a whole. The following table shows how the level of planned housing within the South Uttlesford Area through strategic development sites will be distributed:

Settlement/ Parish	Site Name	No. Dwellings
Stansted Mountfitchet	Walpole Meadows North, East of Pennington Lane	250
Stansted Mountfitchet	East of High Lane North	140
Takeley/ Little Canfield	NE Takeley	1,636
Great Dunmow	Church End East	869
Total		2,895

Employment

Existing employment will be protected in accordance with **Core Policy 45**. 33 hectares of new employment land will be provided for business and employment growth in accordance with **Core Policy 4** on the following strategic employment sites:

Table 6.3: South Uttlesford Area Strategy Employment Allocations

Settlement	Site Name	Hectares
Takeley/ Little Canfield	Land Between A120 and Stortford Road	15
Takeley	North Takeley Street	15
Gaunts End	Gaunts End	3
Total		33

Proposed Strategic Development Sites

Great Dunmow

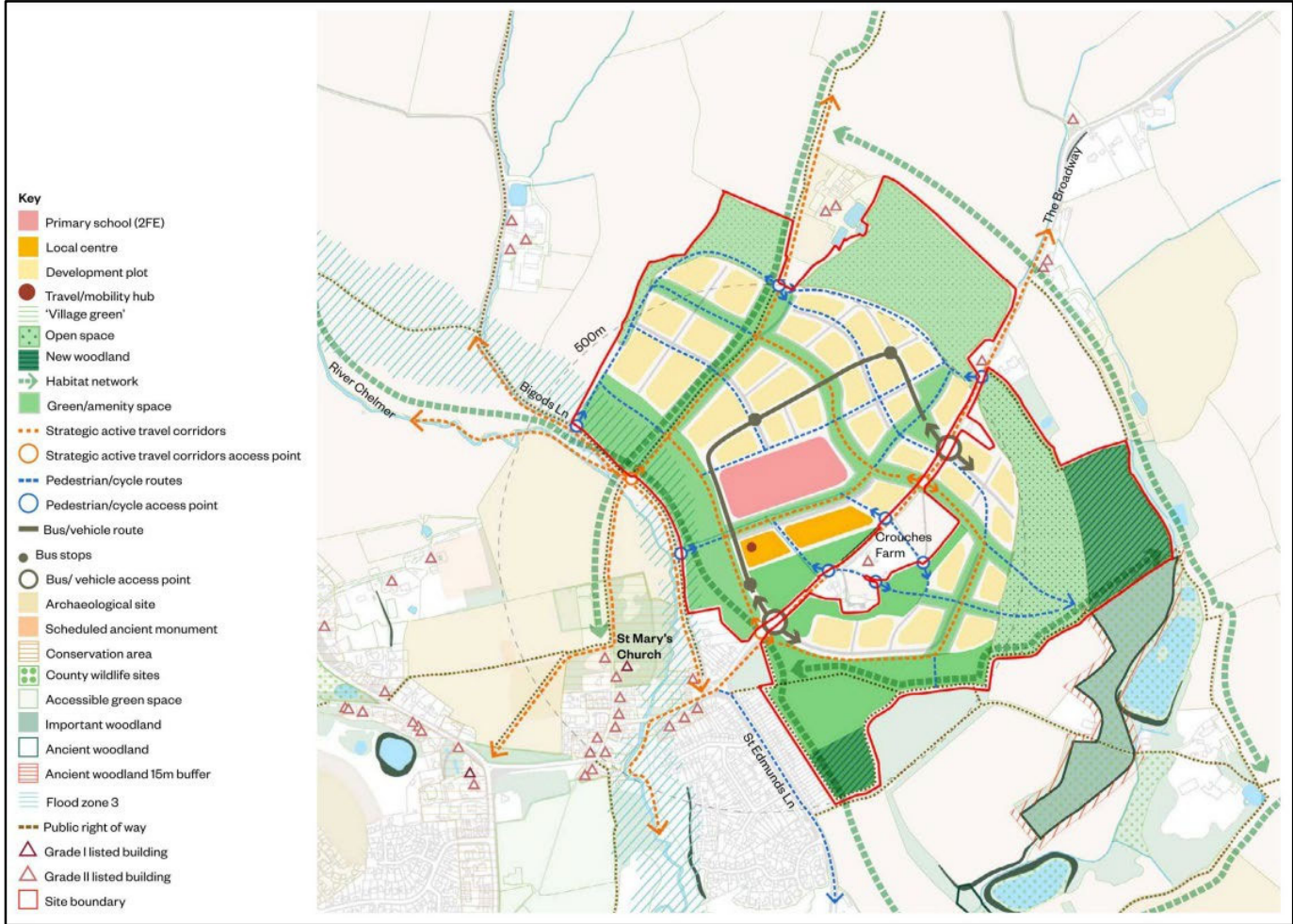


Figure 6.2: Proposed Strategic Allocations at Great Dunmow

6.17 The proposed allocation within **Figure 6.2** seeks to deliver around 869 dwellings in a new valley side neighbourhood extension for Church End, structured around a new riverside park extending around the site to provide public access and amenity to new and existing residents, along with a local centre of community uses and small retail units. Key considerations for planning for these sites will include:

- a new local centre organised around new riverside public park should be located on the northern parcel to serve new and existing residents. This new centre should maintain a visual connection to the setting of Grade II Listed Crouches Farm
- streets should be organised along and follow contours to form a network of continuous, interlinked routes
- a new primary school to be provided adjacent to the local centre and along a bus route
- create extensive areas of green and blue infrastructure across the site that are capable of supporting biodiversity, including an expansion of the existing woodland to the east of the site
- attractive and functional open spaces to facilitate social interaction and public amenity, and
- permeability for pedestrians from the site into the existing Public Rights of Way network and wider rural landscape.

Stansted Mountfitchet

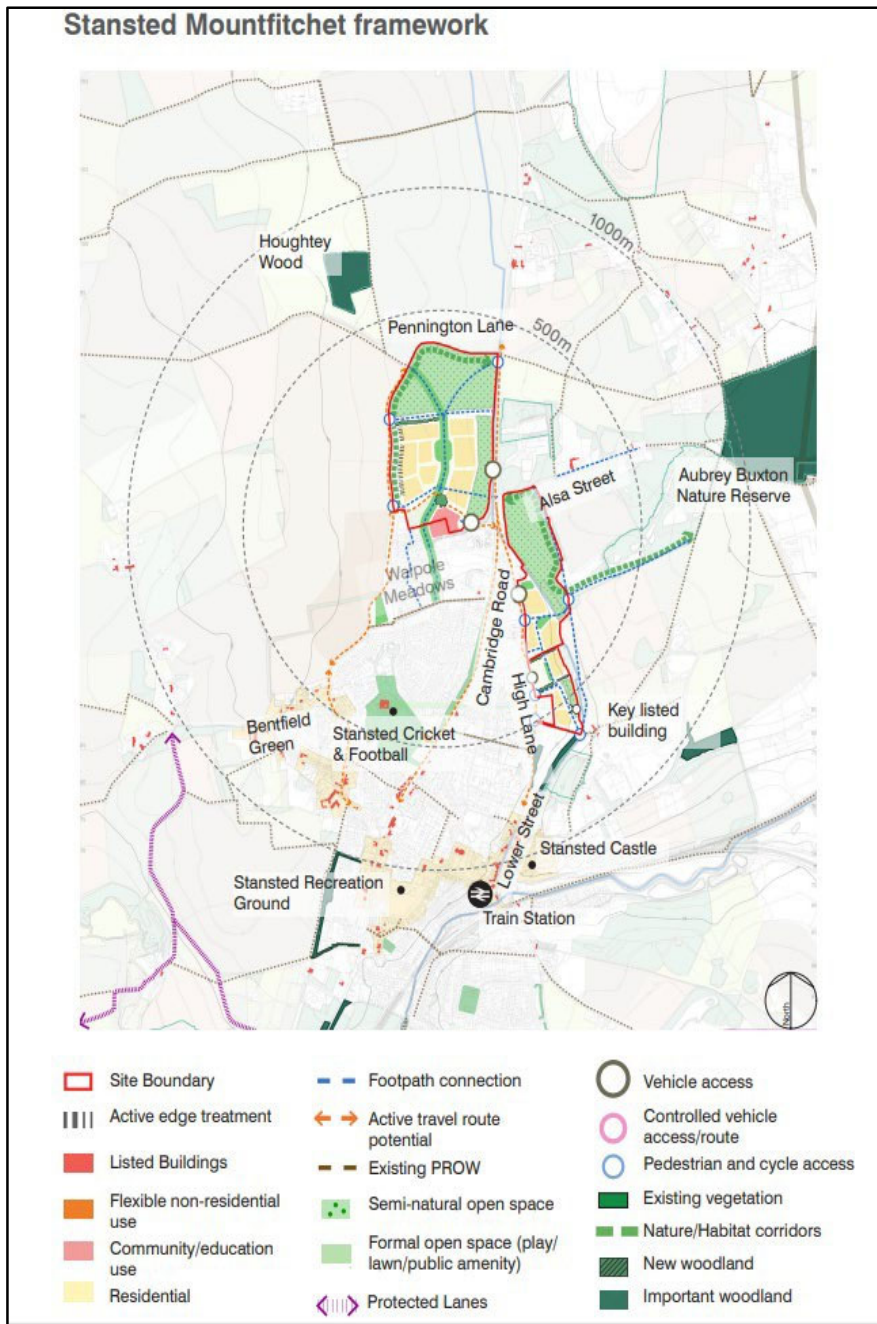


Figure 6.3: Proposed Strategic Allocations at Stansted Mountfitchet

The proposed allocations within Figure 6.3 seek to cumulatively deliver around 390 dwellings, green infrastructure, open spaces, and new transport infrastructure. These allocations deliver a level of growth which can support the vitality of Stansted Mountfitchet and provide essential new facilities whilst also being well integrated into the settlement and protecting its important historic character. Key considerations for planning for these sites will include:

- enhance pedestrian and cycle connectivity with the town centre and Cambridge Road by developing active routes that can be easily accessed from all points of the development including the large open space in the north of the development
- provide an additional community use such as an educational building or health and leisure facility that is easily accessible by walking distance to surrounding developments within 20 minutes
- provide a large green space in the north of both sites that is accessible by 10 minutes to surrounding homes, and create a green pedestrian link that connects the sites with the public rights of way (PROW)
- provide a new 2fe Primary School for the new development here and to assist with planning for the wide catchment along with making provision for expanding the existing secondary school
- create areas of green and blue infrastructure across the site that are capable of supporting biodiversity. These spaces should link with the PROW to the east and beyond to the County Wildlife site and local nature reserves, and
- conserve and enhance the setting of the listed buildings. Development should seek to establish how key views of the landscape are protected and equally how the development impacts views into the settlement from the landscape to the east.

Takeley

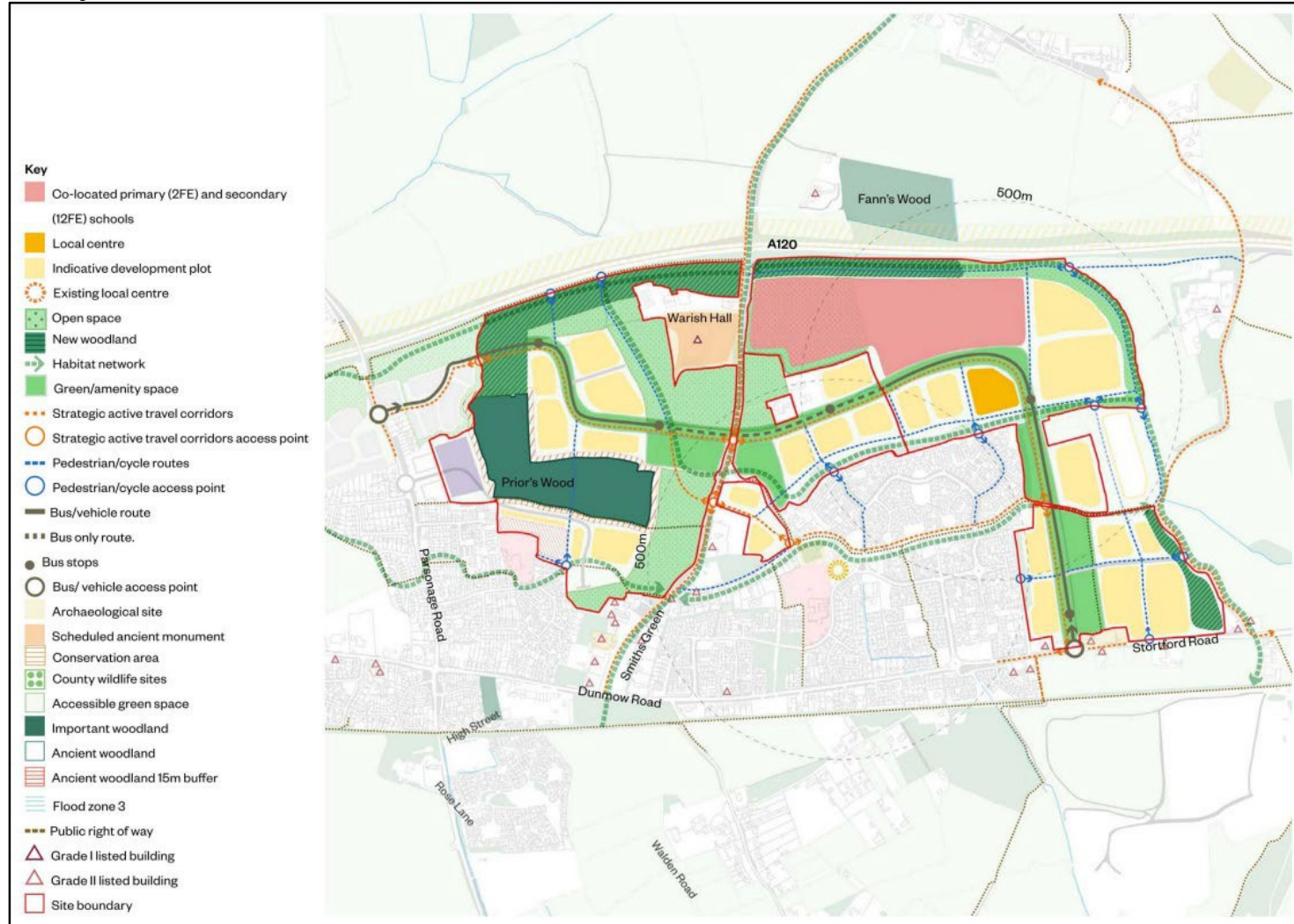


Figure 6.4: Proposed Strategic Allocations at Takeley

- 6.18 The proposed allocation within Figure 6.4 seeks to deliver around 1,636 dwellings, within integrated neighbourhoods enhancing the vitality of Takeley and the wider area. It is recognised that part of the allocation falls within the neighbouring parish of Little Canfield and it is important that the separate identity of Little Canfield is maintained. The allocation provides for a comprehensive package of open space, green infrastructure, protection for environmental and heritage assets as well as providing important new infrastructure and a local centre for the area. Key considerations for planning for these sites will include:
- a new primary school, adjacent to a new local centre and on a public transport corridor
 - a new Secondary school along the north-eastern boundary of the site, adjacent to new local centre and on a public transport corridor
 - a new local centre in the eastern parcel positioned to maximise its catchment, providing for a range of uses including for health care, whilst also minimising any adverse impact on the existing local centre at Little Canfield
 - the new neighbourhoods should be arranged around a green wedge at the centre along Smiths Green Lane providing amenity for new and existing communities and by providing extensive open space and protection for the environment and heritage assets, and
 - an active travel and public transport spine should be provided connecting the new neighbourhoods and new local centre.

Stansted Airport

- 6.19 The growth in Stansted Airport as a transport hub, commercial and hospitality centre and as a stimulus to economic spin-off, research and product design, manufacturing and ancillary services underlines its role as the country's second busiest airport. Additional long-haul passenger numbers will impact on transport movements in the area for travelers and for employees. The range and diversity of employment opportunities at the airport is welcomed and encouraged.
- 6.20 Sustainable transport choice to and from the airport should be available over the 24-hour period, building on existing services and improving routes. It is expected that in the shorter-term subsidy and other support for users of bus services will be required to facilitate convenient access to employment opportunities.
- 6.21 The functional local use of the airport as an economic and transport hub is encouraged. This requires continued collaboration with the management of the airport and agreement on the master plan for the surface transport arrangements on the non-highways' authority airport land to include improvements to local transport infrastructure, safe cycling and walking access particularly around the A120 Start Hill roundabout and Junction 8 arising from airport-related growth. For these reasons, a route for improved pedestrian/ cycle connections between Takeley and the airport is set out later in this Chapter.
- 6.22 Of importance to achieving an acceptable expansion of airport-related activity is to retain control over the character and amenity experienced in and derived from the surrounding countryside between the airport and villages as well as the required and regulatory standards for noise, air pollution, and public safety etc. The NPPF requires the consideration of transport and air quality issues from the early stages of plan-making and development proposals to address known issues and maximise opportunities to increase accessibility for new development, particularly by active travel and public transport. Accordingly, the Local Plan's Area Strategies are

directing development towards areas which are or can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes.

- 6.23 Support will be given to appropriate aviation-related development proposals and the airport's contribution to the local and national economy. The Council will seek clear mitigation measures effectively addressing any aviation related environmental or health concerns.
- 6.24 The Councils approach to development proposals within the airport's safeguarded areas are set out in **Core Policy 11**. This seeks to ensure that any development is appropriate, not unreasonably impacted by the airspace, and that the Airport Operator is given due consultation.
- 6.25 Air safeguarding areas refer to a designated zone of exclusion, in which the Airport Operator can, in consultation with the Local Planning Authority, consult on development proposals to protect the environment surrounding the airport from development. Reasons for preventing development would include activities that have the potential to impact the airports safe operation, or sensitive development that would likely be negatively and inappropriately impacted by the aerospace itself. Safeguarding ensures:
- buildings and structures in the area do not pose a danger to aircraft
 - the integrity of radar and other electronic aids to navigation are not affected
 - inappropriate lighting is not present, to avoid confusion with aeronautical lighting
 - no increase in wildlife risk (e.g., bird strikes)
 - operations that could create interference through construction processes are prevented, and
 - aircraft are not impacted by potential 'glint and glare' from development (e.g., solar panels).
- 6.26 The safeguarded airspace around Stansted measures approximately 6.5 nautical miles (12 km) in radius, centred around the Airfield Reference Point, the mid-point of the main instrument runway. Airport-related development within the safeguarded area, and elsewhere, must be held to the same standards as other development, as set out within the supporting policies.

Aircraft Noise

- 6.27 Aircraft noise is generally exempt from the general noise nuisance controls. The Department for Transport (DfT) is responsible for the control of aircraft noise. However, the Civil Aviation Authority indicates the overall policy is that noise issues are best handled at a local level by the airport and the relevant local authority, engaging with people who are affected by noise.
- 6.28 In order to determine whether or not any specific development is likely to increase 'noise nuisance' from aircraft, the Council will seek to assess the impact of that development in terms of:
- the number, location, duration and frequency of aircraft activities and movements
 - the noise levels and sound frequencies (Hz) associated with individual aircraft activities and movements

- the noise levels and sound frequencies (Hz) associated with overall aircraft activities and movements
- seasonality of aircraft activities and movements, and
- the time of day at which aircraft activities and movements take place.

6.29 Where planning permission is granted for development, the Council may impose conditions in accordance with the NPPF noise guidance and **Core Policy 43: Noise**.

Core Policy 11: London Stansted Airport

The Council will support the continued use of London-Stansted Airport.

It will consult with the airport operator on proposals in the aircraft's safeguarded areas, as shown by the Policies Map and **Appendix 5**. Development that may be a hazard to aircraft operation and/ or safety will not be permitted.

In consultation with the airport operator, the Council will ensure that:

- areas included in airport safeguarding areas are protected from development, and
- sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

Development proposals at the airport should include mitigation measures to address any environmental and health impacts, particularly in respect of noise, air quality, health, and climate change in compliance with other Development Plan policies.

Stansted Airport Countryside Protection Zone

6.30 The Uttlesford 1995 Local Plan introduced a 'Countryside Protection Zone' (CPZ) policy that identified land parcels around the airport that would be protected from development in order to safeguard the 'rural' nature and setting of Stansted. It was also included in the 2005 Local Plan. This has been partly successful and despite significant development at the airport, now the Country's second busiest airport, its surroundings remain predominantly rural.

6.31 This plan is seeking to support sustainable development, and thus it is important that any strategic housing and employment development is located where they reduce the need for travel and maximize opportunities for sustainable travel choices, such as walking, cycling and public transport. 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 this plan is removed from the areas protected by the 1995 policy (**Core Policy 12**).

6.32 It is considered that the approach proposed strikes an appropriate balance between preserving the rural setting of the airport, which supports sustainable development in accordance with national and local priorities to support the climate change emergency. **Appendix 7** includes maps showing the CPZ area as set out in the 2005 plan and as proposed to be amended by this Plan.

Core Policy 12: Stansted Airport Countryside Protection Zone

An area around Stansted Airport (the Stansted Airport Countryside Protection Zone) is protected from development to preserve the 'rural' character of the area around the airport. The area is shown by the Policies Map and **Appendix 8**.

Within the defined area, development will only be supported where either of the following apply:

- i. new buildings or uses would not promote the coalescence between the airport and the existing or allocated development in the surrounding countryside within the CPZ area, and
- ii. the proposal would not adversely affect the open characteristics of the CPZ.

Delivery of Transport Infrastructure within the South Uttlesford Area

- 6.33 To ensure we deliver sustainable and active travel within the South Uttlesford area, the proposed allocations will be required to contribute to strategic transport improvements including the delivery of active travel routes and infrastructure, improvements to bus services and the provision of car clubs and e-bikes. This will be supported by robust travel planning and travel plan monitoring. Consideration should be given to providing and enhancing active travel connections to rail stations and schools.
- 6.34 These interventions will ensure that the development proposals provide a realistic alternative to the car and mitigate any additional pressure on the highway network resultant from the development proposals.
- 6.35 The Local Plan supports the enhancement of the Stansted Airport transport interchange including enhancements to the wider bus network and train services. Collaboration with the airport is important to manage the importance of this facility for the airport, whilst also enabling sustainable access (walking/ cycling) from nearby Takeley and proposed Sustainable and Public Transport Hub to be located between Great Dunmow and Takeley. This facility will enable better access to more strategic transport routes from the nearby settlements, enabling safe access via walking, cycling or more localised bus connections.
- 6.36 There are two railway stations in this area, at the Airport and at Stansted Mountfitchet. It will be important to deliver enhancements to the public transport interchanges together with improved walking and cycling connections to the stations including improved infrastructure at the stations.
- 6.37 The South Area benefits from a good network of Public Rights of Way (PROW). All new developments will be required to improve the connectivity and attractiveness of routes in the vicinity of the development site, and to provide new routes where indicated in the proposed site allocation master-plans.
- 6.38 Of particular importance is the Flich Way, a strategic footpath (NCN16) utilising the former railway line that ran between Braintree and Bishops Stortford 1869 -1952. An assessment of issues relating to the condition and function of the Flich Way has been completed² and a full costed programme of works to include its role as a wildlife corridor is anticipated during 2024. Once a costed programme has been agreed, developers will be required to contribute to its implementation.
- 6.39 The overall aim of this Plan is to reduce the impact of car use by making it easier for people to access services locally and sustainably or by digital means, shifting modes

² Transport Initiatives, 2023, Flich Way Links – Options Study. Available at: <https://www.uttlesford.gov.uk/localplanevidence>

by supporting people to switch from private car to active and passenger transport. This complements the aims of Net Zero Carbon growth and requires collaboration with developers in the master planning to locate and design new development to reduce the need for people to make carbon intensive transport trips in the future. Active sustainable transport plans will be required for each strategic site. Proposals should be in accordance with the County Highways Authority Local Transport Plan (2011)³ and take into account the proposals set out in the Local Cycling and Walking Infrastructure Plan (LCWiP) () study (2023)⁴ and the Local Transport and Cycling Works Improvement Plan (DATE)⁵.

- 6.40 It is therefore important that transport improvements are made within the South Uttlesford Area as set out within the following **Core Policy 13**.

Core Policy 13: Delivery of Transport Schemes within the South Uttlesford Area

In order to deliver the growth in the South Uttlesford Area, highway infrastructure has been identified to mitigate the impact of planned growth that is important to help secure a viable and sustainable future for the area. The package may be further refined through development of the Local Transport and Connectivity Plan being developed by Essex County Council.

Transport infrastructure in South Uttlesford will be required as follows:

- i. a multi modal corridor for public transport and active travel between Takeley and Stansted Airport public transport interchange including improvements along Parsonage Road to improve connectivity for cyclists and offer priority for bus services and will include new active travel connections through the airport to the transport interchange
- ii. creation of a Sustainable and Public Transport Mobility Hub adjacent to the proposed strategic employment allocation at Canfield End providing appropriate and convenient access to the B1256/A120 junction
- iii. Flich Way upgrade - safety, access, interpretation, multi-functional surface and eco- management
- iv. to explore B1256 Dunmow/Stortford Road as a secondary vehicular route and as a sustainable travelling route following on from the A120 sustainable transport study
- v. deliver enhancements at Stansted Mountfitchet rail station to the public transport interchange together with improved walking and cycling connections to the station including improved infrastructure at the station
- vi. new vehicular accesses at Takeley onto Parsonage Lane and from Stortford Road
- vii. improved access to Great Dunmow centre from the proposed development site including review of roles of Bigods Lane (and possible extension using bridleway to B184 at Bowyer's Bridge as a later phase)
- viii. localised highway mitigation and junction improvements at Church End and St Edmunds Lane in Great Dunmow including measures to improve active travel appropriate and proportionate mitigation measures at Junction 8 and Start Hill roundabout area as recommended in the transport evidence, and
- ix.

³ Essex County Council, 2011, Local Transport Plan. Available at: [REDACTED]

⁴ Tetra Tech, 2023, Local Cycling and Walking Infrastructure Plan. Available at: <https://www.uttlesford.gov.uk/localplanevidence>

⁵ ADD REFERENCE

- x. the delivery of a new bus route and active travel corridor through the Takeley and Great Dunmow sites.

Safeguarding of Land for Strategic Transport Schemes in the South Uttlesford Area

- 6.41 There are a number of strategic transport improvements, set out within **Core Policy 13** (shown above) that will require land to be safeguarded to help ensure that development is sustainable and deliverable. For this reason, selected schemes are identified within **Core Policy 14: Safeguarding of Land for Strategic Transport Schemes in the South Uttlesford Area**, set out below.

Core Policy 14: Safeguarding of Land for Strategic Transport Schemes in the South Uttlesford Area

Land is safeguarded to support the delivery of the following transport schemes as listed by **Core Policy 13**.

- land for the delivery of a multi modal corridor for public transport and active travel Pedestrian/ Cycle link between Takeley and Stansted Airport transport interchange
- creation of a Sustainable and Public Transport Mobility Hub adjacent to the proposed strategic employment allocation at Canfield End providing appropriate and convenient access to the B1256/A120 junction, and
- Flich Way upgrade, including to safety, access, interpretation, multi-functional surface and eco- management.

Any proposals for development that may reasonably be considered to have the potential to impact the delivery of the identified transport schemes (to be shown by maps in **Appendix 6** and the Policies Map)* should demonstrate the proposal would not harm their delivery.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport scheme listed.

New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access.

*the area shown on the Policies Map and **Appendix 6** illustrates where the policy will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Essex County Council and other relevant parties.

Green and Blue Infrastructure (GBI) and Biodiversity

- 6.42 Outside the main three settlements the landscape in the South Area is characterized by gently rolling, open, arable farmland, small river valleys and water courses, dispersed settlements and historic landscape features.
- 6.43 There are several important and protected habitats, including designated sites such as Hatfield Forest Site of Special Scientific Interest (SSSI) and High Wood SSSI with fragmented areas of Ancient Woodland distributed throughout, such as Priors Wood and Markshill Wood, as well as designated Local Wildlife Sites and Priority Habitats. This fragmentation undermines the wildlife value, and it is an aim of Local Plan to

seek new planting or connections between woodland where habitat and environmental conditions permit.

- 6.44 The water courses and rivers that run through this area should be protected with riparian vegetated “10m buffer-strips” to help to shade and buffer pollutants entering from runoff, controlling erosion, and providing good habitat and nutrient input in line with **Core Policy 36**. The River Chelmer defines much of Great Dunmow’s eastern boundary, with its valley located in Flood Zone 3 for fluvial flood risk. The river also represents the western boundary of the proposed development site, and there is potential for enhanced biodiversity as part of the Country Park to be provided within the site.
- 6.45 The Metropolitan Green Belt protects areas of open countryside in the south-west to Stansted Mountfitchet and further south around Little Hallingbury, Hatfield Heath, White Roding and Leaden Roding. Hatfield Forest is the largest area of woodland in the district with over 1,000 acres of ancient medieval hunting forest of coppices and wood pasture. However, the Council’s 2023 evidence base on leisure and open space.⁶ revealed that the district is short of ‘natural and semi-natural green spaces’ open to the general public, and 75% of this limited provision is accounted for by Hatfield Forest.
- 6.46 The Flitch Way, with over 220,000 people living within two miles of the 15-mile recreational route National Cycle Network Route 16 (NCN 16) following the former railway line from Braintree to Bishops Stortford, and running along the northern boundary of Hatfield Forest, providing traffic-free connections to the park and opportunities for habitat connectivity. Currently, there is no continuous traffic-free onward connection for the Flitch Way through Great Dunmow although the NCN16 has an on-road route along Chelmsford Road and the B1256.
- 6.47 The Harcamlow Way, a 227km long-distance walking route (LDWR) traverses western parts of the District between Cambridge and Harlow and passes through the northern section of the Takeley site and along the southern side of the A120. Local green spaces include Takeley Cricket Club, Smith’s Green and Takeley Sports Field.
- 6.48 The key challenges for this South Area Strategy for the green and blue infrastructure network are:
- areas of localised flood risk
 - Limited and fragmented woodland cover and limited habitat connectivity
 - Existing recreational pressures on country parkland
 - Limited access to semi-natural greenspaces
 - Recorded poor water quality in some watercourses.
- 6.49 It is expected that development proposal will follow a green and blue infrastructure-led approach. This places the natural and managed environment at the core of the development. The Green and Blue Infrastructure (GBI) Strategy aims to achieve the multi-functional uses of created and improved green areas in and around new and existing settlements. It is recognised that better connected habitats enable species to colonise new microhabitats, expand the network and contribute to enhanced climate resilience, helping to meet one of the aims of the Local Plan.

Core Policy 15: Green and Blue Infrastructure in the South Uttlesford Area.

⁶ ADD REFERENCE

The Council will require all development proposals to protect and enhance green and blue infrastructure and assets in the South Uttlesford area as shown by maps in **Appendix 9-12 and to be shown on the Adopted Policies Map.**

The Council will seek contributions towards the strategic projects (including their enhancement and on-going management costs) identified in the Uttlesford Green and Blue Infrastructure Strategy for the South Uttlesford area, including:

- i. creation of a Country Park of not less than 12ha across the two sites at Walpole Meadows and High Lane at Stansted Mountfitchet.
- ii. The creation of a Country Park of not less than 20 ha that will stretch in a continuous parkland of public open space from the north, near to Marks Farm around the eastern edge, and along the River Chelmer alongside Bigods Lane to the track to the north. Public access will be created through it and will continue as a green route from Marks Farm south towards the River Chelmer. This landscaping and habitat creation/enhancement should take place in the first phase of the development to allow time for it to mature as far as possible for the enjoyment of residents. The developer will make an endowment contribution towards the future maintenance of the park to be secured through a section 106 Agreement.
- iii. new woodland planting will be required to strengthen and extend the boundary woodland areas as and where appropriate, and elsewhere opportunity be taken to provide new habitats and Biodiversity Net Gain, in accordance with the GBI Plan.
- iv. a network of green routes for active travel, in addition to the bus route, will be provided to access and link the development plots, the community hub and the Country Park as illustrated in the Concept Master Plan.

South Uttlesford Areas Heritage

- 6.50 Each of the settlements within the South Uttlesford area has a distinct heritage which has visually influenced their architecture, pattern of streets, density, and public open spaces. The Local Plan seeks to deliver much-needed new homes and infrastructure, whilst ensuring this is done in a manner which preserves the unique historic character of these settlements and their wider landscape setting. It is therefore key that we recognise and accommodate the designated and non-designated heritage assets within these settlements which contribute towards this historic character.
- 6.51 The south of Uttlesford houses several Scheduled Ancient Monuments, including Stansted Mountfitchet Castle, the Warrens at Hatfield Forest, and Canfield Castle. The location and scale of development proposed throughout the Local Plan must ensure that the sensitivity of these sites is protected, given that they provide an important insight into our medieval and pre-medieval history. The built heritage of these settlements is of equal importance. Great Dunmow, Stansted Mountfitchet, and Takeley each house a large number of listed buildings, which are typically clustered around the historic core of the settlement.
- 6.52 At Stansted, this relates to Bentfield End, Silver Street, Chapel Hill and the Lower Street areas, which is reflected by the presence of a Conservation Area which covers large sections of these routes. Similarly, Great Dunmow benefits from a Conservation Area designation along Stortford Road, High Street and northwards up to Parsonage Downs, owing to the high concentration of listed buildings along these routes. Whilst Takeley does not have a designated Conservation Area, there is a cluster of listed

buildings which run along Smiths Green, leading to the Warish Hall Scheduled Ancient Monument at the northern extent of this lane.

- 6.53 The setting of these listed buildings and presence of the Scheduled Ancient Monument at Takeley have played a significant role in directing where built development is, and isn't, located within the proposed allocation at Takeley. The design requirements and illustrative masterplan held in **Appendix 3** have been designed to ensure green open spaces are centred around these historic assets, to best preserve their significance and setting. Similar philosophies have been applied at all allocations within the South Uttlesford area, with the protection of the fabric, setting and views of heritage assets being a major priority in the plan-making process.

7. Thaxted Area Strategy

Introduction

- 7.1 Thaxted is situated within the eastern extent of the district and is unique in that, unlike all other Key Settlements and Local Rural Centres, it does not lie along either the M11 or A120 corridors. Instead, Thaxted's location, scale, and extent of facilities serves to support the comparatively rural surrounding settlements. It is proposed that a modest amount of growth is delivered within Thaxted across the Local Plan period, to ensure that the vitality of the settlement and local community it supports is maintained, whilst also contributing to some infrastructure improvements.
- 7.2 Thaxted has an historic core with a high concentration of listed buildings, owing to its medieval origins. Located on rising ground in the east of the district, the settlement is centred around the Grade I listed Church of St John the Baptist, the Guildhall and Clarence House. The Grade II* listed Thaxted Windmill is also an important landmark. More recently, 20th and 21st century developments have increased the size of Thaxted to the north and east.
- 7.3 The heritage value and design quality of Thaxted's built environment is well established, with a Conservation Area covering much of the western side of the settlement, where there is the highest concentration of listed buildings. It is therefore essential that the Council protects and, where possible, enhances these qualities when planning any development at Thaxted. The settlement edge of Thaxted is broadly divided into two parcels; gently undulating arable fields to the east of Thaxted, and steeper valley sides of the River Chelmer to the north and west of Thaxted.
- 7.4 Within the settlement itself, the B184 acts as the main linear through route, as well as the high street which hosts several retail stores, food and drink outlets, a pharmacy, library, and accommodates a weekly market. Along this key movement corridor, residences are situated at an increased density resulting from the prevalence of terraced housing.
- 7.5 Moreover, along the B184 and situated at the top of a hill, the church acts as a backdrop to what is a distinctive street scene. Varied rooflines and local vernacular give the centre of Thaxted an historic and attractive character. As the road continues up the hill to the church, the built form follows the curve which creates a sense of arrival to the church and the surrounding space.
- 7.6 Beyond the centre, the B184 connects Thaxted with Saffron Walden approximately 8km to the north-west and with Great Dunmow approximately 9km to the south. An hourly bus service links these three settlements between Mon-Sat, with a further hourly bus service running through Thaxted via Debden between Saffron Walden and Stansted Airport on Mon-Sat.
- 7.8 It is important that future development within Thaxted is brought forward in a sustainable, attractive manner, and in accordance with other relevant policies held within the Local Plan. Modest development over the plan period can help to maintain the viability of the local bus services, provide a boost to local business, retailers and employers, provide some affordable housing within the settlement and make a contribution to improving services and facilities available. More specifically, development within Thaxted must respond to the existing high-quality architecture within the historic core of the village, so as to preserve the exemplary nature of

Thaxted's built environment. Where development would relate to or impact the setting or views of any designated heritage assets, it will need to be demonstrated that the conservation setting of these assets was integral to the formulation of any proposal, so that the social, cultural, economic and environmental benefits of these assets can continue to be enjoyed by existing and future residents. For these reasons, no development is proposed to the south, west or north of the settlement, with high-quality and sensitive development proposed only to the east.

- 7.9 Beyond the management of local constraints, development should seek to maximise opportunities to provide enhancements to existing infrastructure, whilst ensuring new residences are properly integrated with the existing active travel and green infrastructure networks.
- 7.10 Following the delivery of the proposed allocations, Thaxted will continue to be a thriving Rural Centre providing an important service centre role for the surrounding rural catchment. Its historic character and attractive landscape setting will have been maintained. New development will have been successfully integrated with the settlement and will have been provided alongside additional education provision, improving the self-sufficiency of Thaxted. Meanwhile, new residents will help to sustain the services and social life of the existing community.

How the Thaxted Area Will Change by 2041:

- 7.11 By 2041, the following deliverables are sought for within Thaxted:
- the provision of a new 1 F/E primary school on a site sufficient to allow for the expansion to a 2 F/E school subject to future demand
 - the provision of around 489 new dwellings on two proposed strategic development sites in the east of the settlement, including around 171 affordable dwellings
 - to provide active travel linkages between the proposed development sites and the existing settlement facilities
 - new convenient pedestrian connections between the existing settlement and the Public Rights of Way network to the east of the village
 - new green infrastructure to support attractive urban environments, public amenity space, and enhancements to biodiversity
 - transport improvements including the increased frequency and quality of bus services
 - development which achieves high quality urban design and protects the historic nature of the settlement, and
 - greater footfall within Thaxted's high street, resulting in a more attractive and viable retail environment.
- 7.12 Given the importance of the historic environment in Thaxted and topographical challenges which would constrain development to the south, west and north of the settlement, the proposed strategy is to only support modest development at Thaxted to the east of the settlement. In doing so the proposed strategy minimises the potential for harm to the valued historic and landscape setting of the town, as development adjoins the more contemporary settlement edge. Moreover, by allocating land to the east of the settlement, the proposed primary school which would benefit not only new residents, but also the existing communities.

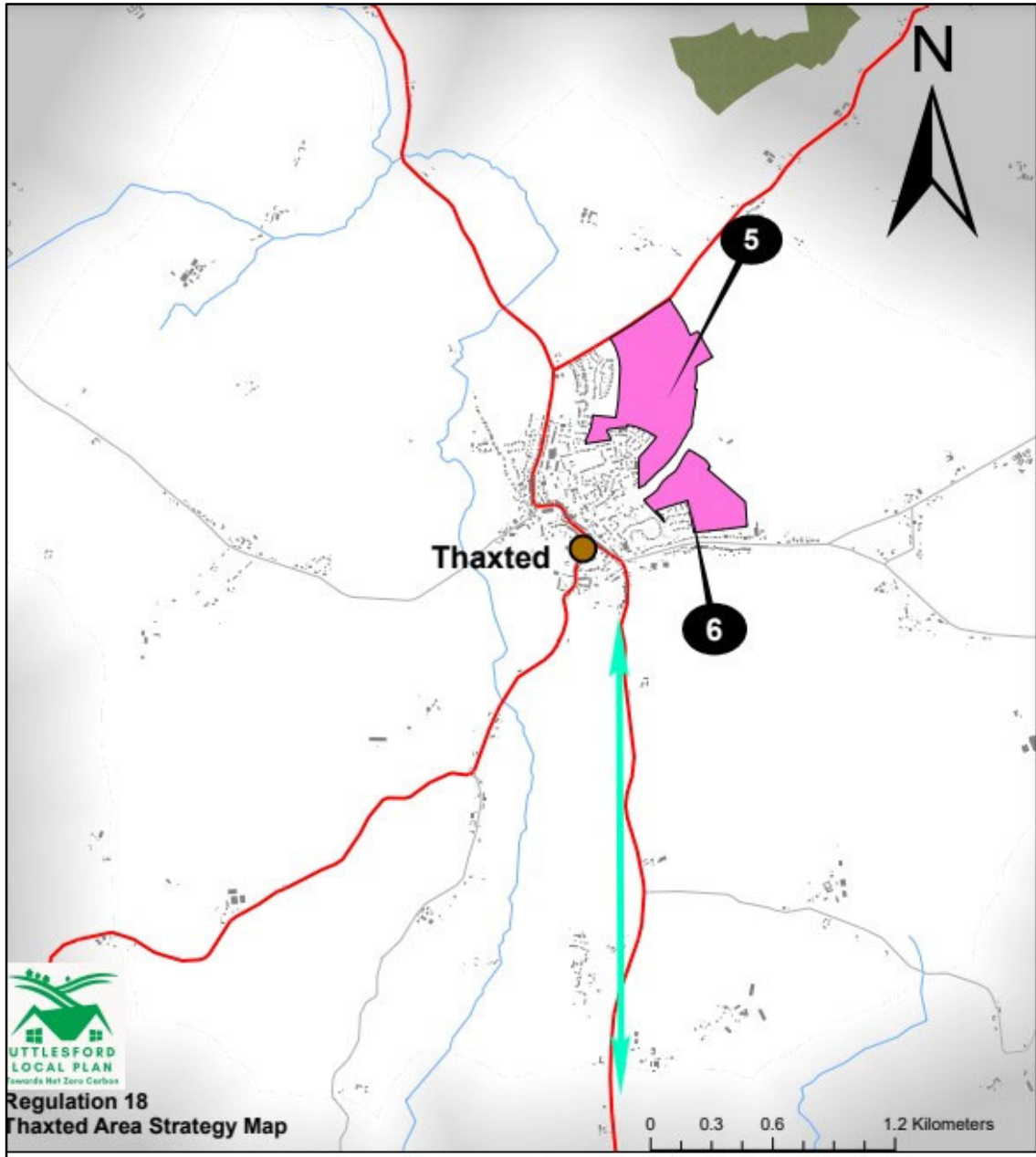
Housing

- 7.13 To deliver the homes and supporting infrastructure outlined above, the Local Plan identifies two proposed allocations to the east of Thaxted. The location and extent of these allocations can be viewed within **Figures 7.1** and **7.2** with further details set out in **Core Policy 16: Thaxted Area Strategy**. Development proposals in these locations that accord with the Core Policies set out in this plan, including the site-specific requirements in **Appendix 4**, will be supported in principle.
- 7.14 Both allocations within Thaxted are located towards the less constrained eastern extent of the Rural Centre. The more contemporary nature of development along this eastern edge ensures that new residential development will minimise its impact upon the sensitive historic designations within the settlement. Moreover, whilst the topography rises to the east of the village, the change in levels is more limited than that to the west of the village towards the River Chelmer. This change in topography within and surrounding the allocations ensures that key views towards the village centre and the Grade I listed church spire form an integral part of future development proposal, and this is reflected within the policy requirements for any future planning application (these are set out in **Appendix 4**).
- 7.15 With regards to opportunities, the selected sites allow for the delivery a new primary school within the northern half of the settlement, ensuring both new and existing residents across the village are situated within walking distance to education facilities. Furthermore, these sites provide opportunities to link new homes in with the existing transport network, with an emphasis on prioritising high quality and convenient routes towards the centre of Thaxted, such as along Copthall Lane and The Mead.
- 7.16 The policy requirements (**Appendix 4**) ensure that a comprehensive masterplanning approach is taken, whereby new development is not delivered piecemeal but as part of cohesive approach. Planning applications will be required to ensure that new development delivers appropriate linkages between the allocations and the existing settlement, well-connected green infrastructure, and high quality public open spaces that benefit all Thaxted residents.
- 7.17 The Site Selection Methodology Topic Paper provides a detailed explanation for how the proposed allocations have been selected¹.

Economy

- 7.18 Thaxted functions as an important Local Rural Centre for the surrounding rural catchment and provides a range of local convenience retailers, places to eat and drink and community facilities, along with a range of small businesses and employers.
- 7.19 Whilst, there are no proposals for expanding any designated employment sites in Thaxted, it is important the existing local businesses, retailers and employers are supported to ensure the community remains viable for the long-term and to reduce the risk of the vitality of the centre gradually reducing with the resulting increased for reliance on other settlements such as Saffron Walden and Great Dunmow.

¹ UDC, Site Selection Topic Paper, 2023. Available at: <https://www.utlesford.gov.uk/article/4924/Local-Plan-evidence-and-background-studies>



Legend			Residential Allocations		Dwellings
	Key Settlement		5	Land to the North-East of Barnards Field	150
	Local Rural Centre		6	Land to the North of Holst Lane	339
	Large Village				
	Small Village				
	Employment Allocation				
	Residential Allocation				

Figure 7.1: Area Strategy Map

Core Policy 16: Thaxted Area Strategy

Our overarching priority for Thaxted is to protect its service centre role and deliver a balance of housing and education facilities, improving the self-sufficiency of the area, protecting the vitality and viability of the settlement and its surrounding rural communities, and maximising opportunities for sustainable travel choices.

Development in the Thaxted Area should be in accordance with the Settlement Hierarchy set out in **Core Policy 3**.

Housing Delivery

Around 489 dwellings will be delivered through strategic allocations. Non-strategic allocations may also be delivered through this Plan or through Neighbourhood Development Plans.

Development will be supported at the strategic site allocations where development meets the requirements set out within the Site Development Templates (**Appendix 4**) and are in accordance with the Development Plan taken as a whole. The following table shows how the level of planned housing within the Thaxted Area through strategic development sites will be distributed:

Table 7.1. Thaxted Area Strategy Allocations

Settlement/ Parish	Site Name	Number of Dwellings
Thaxted	Land to the North-East of Barnards Field	150
Thaxted	Land to the North of Holst Lane	339
Total		489

Employment

Existing employment will be protected in accordance with **Core Policy 45: Protection of Existing Employment Space**. The additional housing development will help to improve the vitality and viability of local businesses and employers.

Thaxted framework

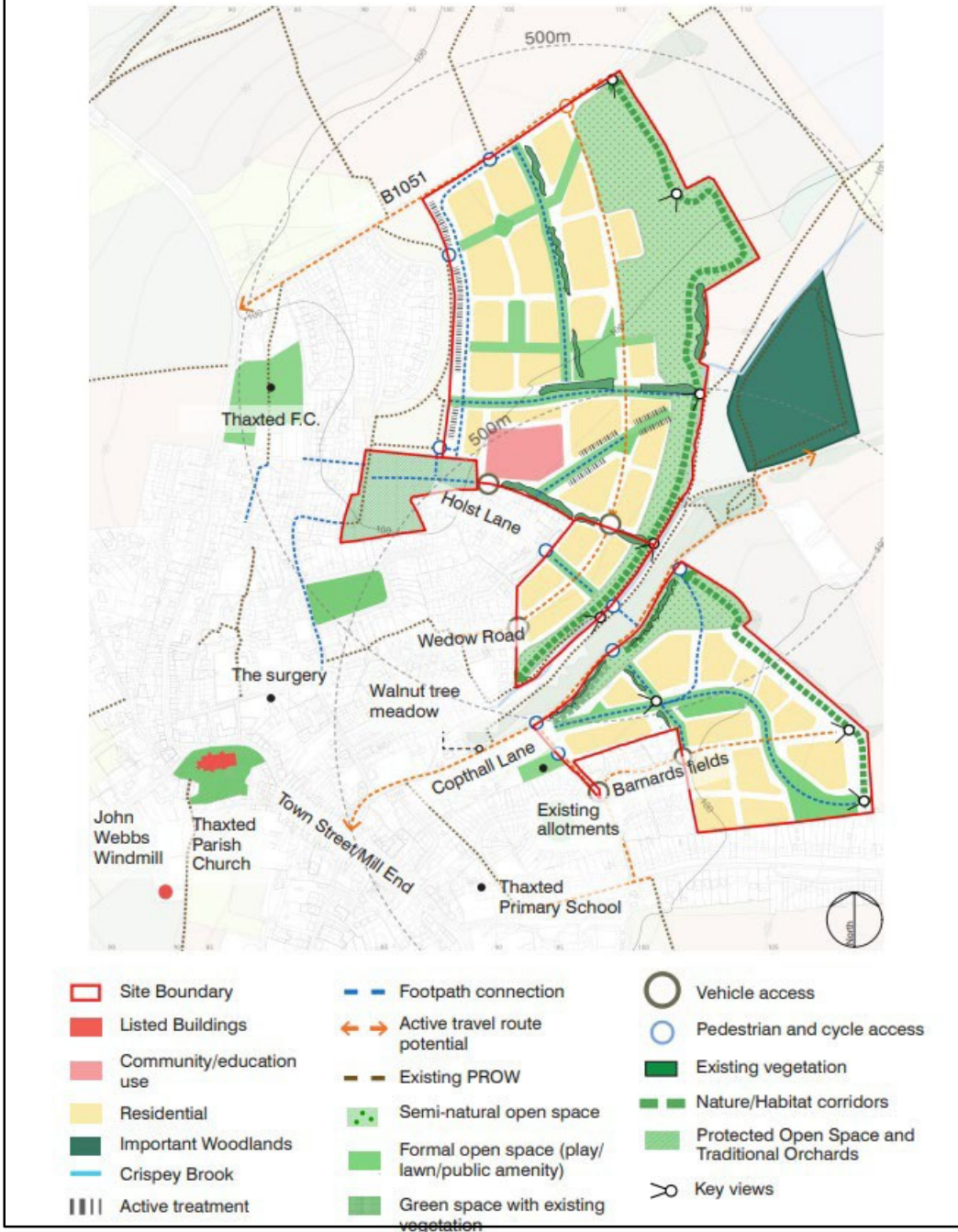


Figure 7.2: Proposed Strategic Allocations at Thaxted

7.20 The proposed allocations within Figure 7.2 seek to cumulatively deliver around 489 dwellings, a new 1 form entry primary school (on a site sufficient to deliver a 2 form entry school subject to future need), green infrastructure, open spaces, and new transport infrastructure. These allocations deliver a level of growth which can support

the vitality of the Thaxted and provide new essential facilities such as a new school, whilst also being well integrated into the town and protecting its important historic character. Key considerations for planning for these sites will include:

Land to the North-East of Barnards Field:

- maximise key views of the Grade I Listed church and John Webbs Windmill from higher ground along the southern edges of the site
- create a strong interface with Copthall Lane and develop a pedestrian and cycle access strategy which demonstrates how pedestrians and cyclists can be connected between Copthall Lane and at the north-western corner of the site
- create a pedestrian point of access in the north-east corner of the site that connects into the existing PRow network that extends beyond Copthall Lane and the woodland nearby
- propose a range of central green areas that combine existing ecological assets and include measures to enhance biodiversity and encourage play and recreation. These areas should be centrally located and accessible by a range of safe and legible routes that are appealing to pedestrians
- retain existing hedgerows and vegetation that run north to south in the site and border the edges of the site boundary, and
- develop a green infrastructure strategy that seeks to compliment important woodland and landscape towards the north-east of the site.

Land to the North of Holst Lane:

- demonstrate suitable vehicular access onto the B1051, exploring the possibility of two access points if necessary. Where a single access is proposed, the internal road alignment should be such that a cul-de-sac layout isn't formed
- pedestrian and cycle connectivity should emphasise connecting with the existing public footpath that extends between Burns Way and The Mead. Additionally, pedestrian and cycle connectivity should link this public footpath to the PRow network situated to the south and east of the site
- provide additional services and facilities within a new minor centre. This must include a 2FE primary school and should consider another use such as a local convenience retail, leisure, or community building
- acknowledge and respond to the presence of Crispy Brook, the woodland belt and the open space to the south of the site through layout, design, orientation and connectivity
- provide a network of green spaces that are interconnected through clear and legible pedestrian links. These spaces should be overlooked by homes and/or community facilities and any play space should be situated within the heart of the development.
- utilise open space in the eastern part of the site to form a natural connection with the existing woodland located off Copthall Lane, and
- maximise key views of the Grade I Listed Church and John Webbs Windmill from within the site. The site should also focus on retaining long distance views with regard to the historic core of Thaxted and its wider landscape.

Delivery of Transport Infrastructure within the Thaxted Area.

7.21 At present, Thaxted functions as a Local Rural Centre to the surrounding rural nature of eastern Uttlesford. The settlement provides a number of services and facilities within walking distance for the majority of Thaxted residents. Whilst Thaxted does not lie along either of the key movement corridors within Uttlesford (the M11 and A120), it

is served by hourly bus services to Saffron Walden, Great Dunmow and Stanstead Airport.

- 7.22 To ensure the sustainability credentials of Thaxted are maximised it is important that some transport improvements are made within the Thaxted Area as set out within **Core Policy 17: Delivery of Transport Schemes within the Thaxted Area.**

Core Policy 17: Delivery of Transport Schemes within the Thaxted Area

In order to deliver the growth in the Thaxted Area, highway infrastructure has been identified to mitigate the impact of planned growth that is important to help secure a viable and sustainable future for the Thaxted Area. The package may be further refined through development of the Local Transport and Connectivity Plan being developed by Essex County Council.

Transport infrastructure at Thaxted will be required as follows:

- delivery of attractive, convenient and all-weather active travel routes within allocated development sites, including linkages to the existing network
- ensure dropped kerbs, tactile paving and other features are provided to make walking within the village as accessible as possible
- electric cycle parking to be provided as standard for every new household
- financial contributions towards the improvement bus services between Thaxted and Great Dunmow, allowing for an increased frequency of services to twice an hour
- enhance existing bus stops and shelters to provide real-time information on services, and
- provision of discounted bus services for new residents to ensure sustainable transport habits are developed at the beginning of a development's occupation.

Delivery of Green and Blue Infrastructure in the Thaxted Area.

- 7.23 There are several challenges regarding green and blue infrastructure in and around Thaxted, which comprise areas of flood risk along watercourses, fragmented woodland network and overall habitat connectivity, and a lack of active travel access. Thaxted, given its historic and compact nature, does not benefit from substantial or connected green infrastructure within the settlement public realm. Outside of Thaxted, habitats such as woodland and hedgerow are often broken or gapped due to agricultural intensification.
- 7.24 Opportunities therefore exist for the proposed allocations to deliver or contribute towards improvements to the green and blue infrastructure network within the Thaxted Area. The improvements sought will enhance the aesthetic, ecological and functional qualities of Thaxted's riparian, woodland and urban environment. In doing so, the Council will seek to address the challenges highlighted above and within the Uttlesford Green and Blue Infrastructure Strategy.
- 7.25 New development within the settlement will be expected to contribute towards the strategic opportunities as set out in **Core Policy 18: Delivery of Green and Blue Infrastructure in the Thaxted Area.**

Core Policy 19: Delivery of Green and Blue Infrastructure in the Thaxted Area.

The Council will require all development proposals to protect and enhance green and blue infrastructure and assets in the Thaxted area as shown by maps in **Appendix 9-12** and the Adopted Policies Map.

The Council will seek contributions towards the strategic projects identified below and in more detail within the Uttlesford Green and Blue Infrastructure Strategy for the Thaxted area including their enhancement and on-going management costs:

- i. improved water retention, slowed water flow and erosion
- ii. greening Thaxted and enhancing local experience
- iii. creating a connected north-south green spine along the River Chelmer
- iv. enhanced habitat networks within the arable landscape
- v. enhancing the Harcamlow Way, and
- vi. create a nature network and woodland corridor from Hatfield Forest to Thaxted.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the schemes listed.

Thaxted Area Heritage

- 7.26 Thaxted's origins as a prosperous medieval town can be seen in the high quantity of listed buildings which are largely consolidated along Newbiggen Street, Watling Street and Town Street. These Listed Buildings, often constructed in contiguous terrace formation frequently have sensitively colour washed facades. Within the Conservation Area, on rising ground, lies the Grade I Listed St John's Church, which, together with the Windmill to its south are located in strategically elevated positions, both of which dominate the town when seen from viewpoints within the historic core and beyond.
- 7.27 The design and heritage value of this built environment led to the designation of the Thaxted Conservation Area, which spans the majority of the western half of Thaxted. Thaxted contains many high-quality buildings representative of many periods, however, some of the more contemporary additions to the eastern edge of the village haven't always been as successful as may be liked and it's essential that any new development achieves a high-quality standard
- 7.28 To prevent new development from being detrimental to the historic character of the existing settlement, it is important that new development is context-led. Opportunities should be taken to establish key views of the church from within the development sites and provide active and attractive frontages along these views. Such frontages should look to utilise terraced housing typologies and varied roof forms to recreate the architectural features that contribute to Thaxted's design quality. Planning applications should demonstrate that all reasonable design options have been considered to conserve and enhance the heritage value of Thaxted.

Chapter 8: Rural Area Strategy

Introduction

- 8.1 Beyond the three Key Settlements and six Local Rural Centres, Uttlesford District also contains 13 Larger Villages, 24 Smaller Villages and a number of smaller settlements that fall within open countryside, as set out within Chapter 4.
- 8.2 Most of the villages and hamlets within the rural area retain their traditional character and the rural area is host to an outstanding natural and historic environment. However, there are also some challenges facing the rural parts of the district, including housing affordability and access to employment, shops and services and with comparatively poorer public transport connectivity than the larger settlements, limited by the loss of some bus services. On this basis, it is considered appropriate to plan for some non-strategic (less than 100 dwellings) development sites at the Larger Villages, in the rural area to help sustain them and maintain their vitality and viability. The Larger Villages are the next largest and most sustainable settlements in the rural areas, although any development should be of a much lower scale than for the Key Settlements and Local Rural Centres.
- 8.3 This Chapter sets out our strategy for non-strategic development at the Largest Villages (As defined in Core Policy 3 and later in this Chapter) along with providing any Development Management Policies that apply only to the rural areas, including:
- **Core Policy 20: Rural Area Housing Requirement Figures**
 - **Core Policy 21: Affordable Housing on Rural Exception Sites**
 - **Core Policy 22: Rural Diversification**
 - **Development Policy 1: New Dwellings in the Countryside**
 - **Development Policy 2: Replacement of a Dwelling in the Countryside**
 - **Development Policy 3: Agricultural/Rural Workers' Dwellings in the Countryside**
 - **Development Policy 4: Extensions to Dwellings in the Countryside**
 - **Development Policy 5: Change of Use of Agricultural Land to Domestic Gardens**

How the Rural Area will change by 2041:

- 8.3 Through this Local Plan over the period 2021-2041 housing and employment growth will be predominantly focused at the most sustainable locations in the district: the Key Settlements and Local Rural Centres. The Rural Area – defined as the rest of the district – will not accommodate any strategic scale growth. However, to deliver the Plan Spatial Vision and Strategic Objectives, it is important that Uttlesford's Larger Villages continue to see an appropriate level of non-strategic growth to help maintain their vitality and viability, including service provision, rural employment, and allow families to remain in their local community should they wish to do so. There is also a need to deliver affordable housing in the rural area where house prices are amongst the highest within the district either through non-strategic housing development at the Larger Villages, or through rural exception sites, where supported by the community.
- 8.4 Growth across the rest of the district will continue to be more limited, focusing on meeting local community and business needs and helping to support the vitality of these more rural settlements. Any development will be directed towards the larger

and more sustainable villages that offer a wider range of services and are more well connected than the smaller villages. Refer to the Settlement Facilities Study¹.

Housing in the Rural Area

- 8.5 The largest and most sustainable villages within the rural area – the Larger Villages as set out within **Core Policy 3: Settlement Hierarchy** – will accommodate the non-strategic development sites (sites of less than 100 dwellings) of 1,000 additional dwellings across the 13 Larger Villages in the plan period up to 2041, as outlined in **Core Policy 2: Meeting our Housing Needs**. Windfall development is not included in the 1,000 dwellings allowed for in the rural areas and will occur across the district where the relevant policies in this plan are met.
- 8.6 NPPF paragraph 66 states that strategic policies should “set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations”. NPPF paragraph 67 requires local planning authorities to set “indicative housing requirements” for neighbourhood areas “if requested to do so”, taking into account factors “including the latest evidence of local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority”. This Local Plan therefore aims to future-proof this requirement by identifying housing requirement figures for all currently designated neighbourhood areas and all Larger Villages (regardless of whether they are designated neighbourhood areas) for the plan period. The Plan also provides guidance for any smaller communities who may wish to prepare a neighbourhood plan in the future.
- 8.7 Housing requirement figures are required for all designated neighbourhood areas, however some designated areas contain settlements which are classed as ‘Smaller Villages’ in the settlement hierarchy and therefore in line with the spatial strategy are not apportioned any non-strategic growth. This means that the Local Plan does not support ANY development (strategic or non-strategic) at Smaller Villages, or Open Countryside, unless any small proposals come forward that are consistent with other Local Plan, or national policies, such as for Rural Exception Sites. Whilst the Smaller Villages are nonetheless encouraged to plan for modest housing through any future neighbourhood plans and by encouraging windfall development, any identified housing requirement figures for Smaller Villages are identified by this Plan as Nil.
- 8.8 There are 13 Larger Villages in Uttlesford District and a number of designated Neighbourhood Areas that contain Smaller Villages. **Table 8.1**, shown below, illustrates the different tiers, settlements, parishes, and Neighbourhood Plan status, alongside Green Belt constraints and whether there are any strategic allocations in the areas.
- 8.9 The NPPF requires any housing requirement figures identified for designated neighbourhood plan areas, to reflect the strategy for the area. In Uttlesford, the strategy focuses strategic allocations at the Key Settlements and Local Rural Centres, as these are the largest and most sustainable settlements in the district. For clarity, the residual housing requirement figure for all Key Settlements and Local Rural Centres is NIL as no non-strategic allocations are required here to deliver the Spatial Strategy, with all strategic allocations made in this Local Plan.

¹ UDC, Settlement Facilities Study, 2023. Available at: <https://www.uttlesford.gov.uk/article/4924/Local-Plan-evidence-and-background-studies>.

8.10 In relation to the housing requirement figures for the Larger Villages, it is proposed that any Larger Villages located in the Green Belt would not be appropriate locations for allocations to be made. The Council does not consider there are any exceptional circumstances for allocating development in the Green Belt in Uttlesford, as there are a large number of opportunities for development in the district that fall outside of the Green Belt. This means that the villages of Birchanger and Little Hallingbury are not appropriate locations for non-strategic allocations, and the housing requirement for these villages is set at the level of completions and commitments as at 1st April 2023².

Table 8.1: Larger village and other designated neighbourhood areas in Uttlesford District

Tier	Settlement	Parish	Planning Policy status	Neighbourhood Plan Status
Larger Villages	Clavering	Clavering	N/A	N/A
Larger Villages	Henham	Henham	N/A	N/A
Larger Villages	Birchanger	Birchanger	Green Belt (inset)	N/A
Larger Villages	Little Hallingbury	Little Hallingbury	Green Belt (inset)	NP Area Designated 28 Feb 2023
Larger Villages	Stebbing	Stebbing	N/A	NP Made 19 July 2022
Larger Villages	High Easter	High Easter	N/A	N/A
Larger Villages	Felsted	Felsted	N/A	NP Made 25 Feb 2020
Larger Villages	Ashdon	Ashdon	N/A	NP Made 6 Dec 2022
Larger Villages	Debden	Debden	N/A	N/A
Larger Villages	Elder Street	Wimbish	N/A	N/A
Larger Villages	Hatfield Broad Oak	Hatfield Broad Oak	N/A	NP Area Designated 22 April 2022
Larger Villages	Manuden	Manuden	N/A	N/A
Larger Villages	Great Easton	Great Easton	N/A	Great Easton, Duton Hill and Tilty NP Area Designated 30 Aug 2022
Smaller Villages	Flitch Green	Flitch Green	N/A	NP Area designated 25 January 2022
Smaller Villages	Little Dunmow	Little Dunmow	N/A	NP Area designated 18 May 2021
Smaller Villages	Little Easton	Little Easton	N/A	NP Area designated 9 July 2020
Smaller Villages	Radwinter	Radwinter	N/A	NP Area designated 7 Nov 2018
Smaller Villages	Quendon & Rickling	Quendon & Rickling	N/A	The Newport and Quendon & Rickling Neighbourhood Plan was made on 28 Jun 2021.
Open Countryside	Broxted	Broxted	N/A	NP Area designated 4 Jan 2022
Open Countryside	Cherry Green	Broxted	N/A	NP Area designated 4 Jan 2022
Open Countryside	Duton Green	Great Easton	N/A	Great Easton, Duton Hill and Tilty NP Area Designated 30 Aug 2022
Open Countryside	Tilty	Tilty	N/A	Great Easton, Duton Hill and Tilty NP Area Designated 30 Aug 2022

² ADD REFERENCE

Tier	Settlement	Parish	Planning Policy status	Neighbourhood Plan Status
Open Countryside	Little Chesterford	Little Chesterford		The Great and Little Chesterford Neighbourhood Plan was made on 2 February 2023.

8.11 **Core Policy 20: Rural Areas Housing Requirement Figures** sets out the housing requirement figures for the rural area over the plan period (2021-2041) and also the residual to be allocated through non-strategic allocations. The methodology for how the figures have been calculated are set out in the **'Rural Housing Requirements Methodology Topic Paper'**³ taking into account the relative size of the population, the relative availability of services and facilities, development that has been completed since the beginning of the plan period, development that is already 'committed' through the granting of planning permission or a Neighbourhood Plan allocation and available Housing/ Economic Land Availability Assessment (HELAA) housing capacity.

8.12 Parish Councils should make it clear if they wish to make allocations to deliver the housing requirement in their responses to THIS consultation (see below). If not, then any non-strategic allocation proposals will be included in the Publication version (Regulation 19) of preparing this Local Plan.

Consultation Question:

There is an opportunity for the Parish Councils for the Larger Villages with an identified need for non-strategic allocations (Table 8.2) to take responsibility for making these allocations through a Neighbourhood Plan if they wish to.

Where Parish Councils make a formal commitment to prepare Neighbourhood Plans to meet the identified non-strategic allocations, there will be no further detail provided in the Local Plan. Where Parish Councils choose not to prepare Neighbourhood Plans, or that will not include any non-strategic allocations, the District Council will work with those communities to identify non-strategic allocations and add them to the Publication Version of the Plan, to be published in summer 2024.

We are asking the Parish Councils for the Larger Villages listed in Table 8.2 to confirm their intentions in response to this consultation.

Core Policy 20: Rural Area Housing Requirement Figures

In accordance with the Spatial Strategy in **Core Policy 2: Meeting our Housing Needs**, the 1,000 dwelling non-strategic housing requirement for the rural area will be distributed across the Larger Villages and other settlements within designated neighbourhood areas in accordance with **Table 8.2** shown below.

³ UDC, Rural Housing Methodology Topic Paper, 2023. Available at: <https://www.uttlesford.gov.uk/article/4924/Local-Plan-evidence-and-background-studies>

For clarity, the housing requirement over the plan period 2021-2041 is the figure to be met through non-strategic development in each Parish in total, taking into account completions since 1st April 2021 and known commitments (at 1st April 2023), with the residual allocation figures to be delivered through **additional** Neighbourhood Plan allocations (where a Qualifying Body wishes to do so) or the Uttlesford Local Plan with the sites to be confirmed at Publication (Regulation 19) stage.

Development will be supported at non-strategic allocations at the Larger Villages through a masterplanning process involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the relevant Neighbourhood Plan or allocation policies (to be included in the Publication version of this Plan – where required) and in accordance with the Development Plan taken as a whole.

Table 8.2: Housing requirement figures for Larger Villages and other villages preparing a Neighbourhood Plan.

Settlement Hierarchy Tier	Parish	2021-41 Housing Requirement Figure	Residual requirement to be allocated through non-strategic allocations (at 1 st April 2023)
Larger Villages	Clavering	186	111
Larger Villages	Henham	170	112
Larger Villages	Birchanger	3	0
Larger Villages	Little Hallingbury	22	0
Larger Villages	Stebbing	171	109
Larger Villages	High Easter	114	104
Larger Villages	Felsted	309	95
Larger Villages	Ashdon	58	41
Larger Villages	Debden	141	92
Larger Villages	Elder Street (Wimbish Parish)	130	115
Larger Villages	Hatfield Broad Oak	130	111
Larger Villages	Manuden	30	0
Larger Villages	Great Easton	138	110
Smaller Villages	Flitch Green	0	0
Smaller Villages	Little Dunmow	0	0
Smaller Villages	Little Easton	0	0
Smaller Villages	Radwinter	0	0
Smaller Villages	Quendon & Rickling	0	0
Open Countryside	Broxted	0	0
Open Countryside	Cherry Green	0	0
Open Countryside	Duton Green	0	0
Open Countryside	Tilty	0	0
Open Countryside	Little Chesterford	0	0
	TOTAL	1,712	1,000

Rural Exception Sites

- 8.13 The rural area of Uttlesford District contains many areas with high house prices and a limited supply of affordable homes. There is justification therefore for an exception to be made against normally restrictive policy beyond built-up areas, to allow for affordable housing to be provided on small sites that would not normally be

considered for housing use, where there is a local need and where other policy considerations are acceptable.

- 8.14 On that basis, and in addition to the non-strategic allocations outlined in **Core Policy 20 : Rural Area Housing Requirement Figures**, limited rural exception sites will be supported, in principle, to deliver affordable housing to meet local needs in rural areas where market housing may not usually be supported, including within the Green Belt, where there is an identified local need and on a small scale that adjoins the existing settlement.
- 8.15 The NPPF requires local planning policies to support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and to consider whether allowing some market housing on these sites would enable the scheme to be viable. In these instances, it is important to establish that a specific need exists and then to make sure that accommodation is made available for those people who have a genuine need for housing in the locality that they cannot meet in the market. Such people may for example, include existing residents who need separate accommodation locally, key workers or people who have longstanding links with the local community, such as people who used to live in the village but were forced to move away because of a lack of affordable housing, and people who need to move back into a village to be near relatives.
- 8.16 'Local' in this context means 'within the parish', principally, although the needs of those who live or work in an adjoining parish may also be accepted. This would particularly apply where a scheme is proposed in a Smaller Village that would meet the needs of adjoining smaller communities. Properties need to meet an identified local need and be provided and maintained by a registered or other provider, to be agreed by the Council at an early stage. On some exception sites the Council may consider development that includes cross-subsidy from open market sales on the same site. The applicant would need to demonstrate to the Council's satisfaction that a mixed tenure scheme was essential to the viability and delivery of the development.

Core Policy 21: Affordable Housing on Rural Exception Sites

Development proposals for affordable housing within rural areas, to meet local needs only, will be permitted as an exception subject to all the following criteria being met:

- i. a demonstrable local community need for affordable housing has been established
- ii. the number, size and tenure of the dwellings are suitable to meet the identified need
- iii. is of a scale appropriate to the size of the adjoining settlement
- iv. the site and the development will not result in harm to the significance of any heritage assets
- v. the proposal is designed to respect the characteristics of the local area, including the countryside setting, and
- vi. schools and health facilities with capacity, shops and other community facilities are within reasonable travelling distance.

A development appraisal should accompany the application that clearly demonstrates how the above criteria have been met. The Council will consider the cross-subsidisation of the affordable homes with some market homes where the number of market homes is the minimum necessary to deliver the affordable housing which will be informed by a PPG-compliant developer-funded viability assessment agreed with the Council (through an open book approach).

Development in the Countryside

- 8.16 Whilst development in this plan is focused more within the larger, and more sustainable settlements, and to a much lesser extent in the Larger Villages, there will still be occasions where development within the countryside is appropriate.
- 8.17 Under **Development Policy 1: New Dwellings in the Countryside** and **Development Policy 2: Replacement Dwellings in the Countryside** a criteria-based policy approach will be used to determine applications for residential development within the countryside.
- 8.18 The rural nature of Uttlesford and the significant role that agriculture plays in the economy of this area means that agricultural land and other rural land-based activities have a notable presence in the landscape and form an attractive backdrop to the various settlements. Development needed to directly support such uses is important to foster a successful rural economy, but it can also have an impact on the landscape if not properly managed. As such, it is important that development is located and designed appropriately, to minimise adverse impacts or even benefit the countryside. When a new dwelling is permitted for an agricultural worker under **Development Policy 3: Agricultural/ Rural Workers Dwellings in the Countryside**, the authority will only remove this restriction when it sees comprehensive evidence that the business no longer needs the dwelling, and it has been marketed for sale or rent for a minimum period of 24 months at a market price that reflects the occupancy.
- 8.19 It is important to ensure that extensions to dwellings do not have an adverse impact on the surrounding open countryside and are of an appropriate design and scale for their location. Under **Development Policy 3: Agricultural/ Rural Workers Dwellings in the Countryside** the Council will assess all such proposals against the criteria within the policy with particular regard to respecting the character of the original dwelling and retaining the openness of the rural area. Proposals that substantially alter the original dwelling will not be permitted. The original dwelling is defined as the dwelling granted permission if built since 1948. If the property was built prior to 1948, then it will be defined as the building that stood at 1st July 1948. Consideration will be given to what constitutes a disproportionate addition that will be influenced by various factors, such as:
- the scale, design and character of the dwelling and any extensions
 - the setting of the property and its visual impact on the wider landscape, and
 - the design and character of the extension proposed.

Development Policy 1: New Dwellings in the Countryside

Dwellings outside the developed footprint of a settlement, which are not agricultural workers dwellings, will only be permitted when one or more of the following apply:

- i. the development would represent the optimal viable use of a heritage asset or would be an appropriate small-scale development that secures the future of associated heritage assets
- ii. the development would re-use redundant or disused buildings without substantial reconstruction
- iii. the development would involve the one for one replacement of an existing dwelling in accordance with **Development Policy 2**

- iv. the development would involve the subdivision of an existing residential dwelling, and
- v. the development is for an individual dwelling where the design is of exceptional quality, in that it is truly outstanding, reflecting the highest standards in architecture and would help to raise the standard of design more generally in rural areas and would significantly enhance its immediate setting and be sensitive to the defining characteristics of the local area.

Development will also need to be in accordance with other policies in the development plan, including, but not exclusively, those relating to landscape character, setting, and design.

Development Policy 2: Replacement of a Dwelling in the Countryside

The replacement of an existing dwelling outside the developed footprint of a settlement will be supported provided that:

- i. the residential use of the original dwelling has not been abandoned
- ii. the original dwelling is not of any architectural or historical merit and it is not valuable to the character of the settlement or wider landscape
- iii. the original dwelling is a permanent structure, not a temporary or mobile structure
- iv. the replacement dwelling is of a similar size and scale to the original dwelling
- v. it is located on the footprint of the original dwelling unless an alternative position within the existing residential curtilage would provide notable benefits and have no adverse impact on the wider setting, and
- vi. the replacement dwelling would not materially increase the impact of the dwelling on the appearance of the surrounding countryside.

Development Policy 3: Agricultural/Rural Workers' Dwellings in the Countryside

Applications for new dwellings that support rural operations will only be acceptable where they are essential to the effective running of existing rural businesses. Applications should be accompanied by evidence of:

- i. details of the rural operation that will be supported by the dwelling
- ii. the need for the dwelling
- iii. the number of workers (full and part time) that will occupy the dwelling
- iv. the length of time the enterprise the dwelling will support has been established
- v. the commercial viability of the associated rural enterprise through the submission of business accounts or a detailed business plan
- vi. the availability of other suitable accommodation on site or in the area, and
- vii. details of how the proposed size of the dwelling relates to the needs of the enterprise.

Any such development will be subject to a restrictive occupancy condition and the removal of permitted development rights.

Development Policy 4: Extensions to Dwellings in the Countryside

Extensions to dwellings in the open countryside will be permitted unless they result in disproportionate additions to the original dwelling (excluding any detached buildings), which:

- i. do not respect the character of the original dwelling by retaining its visual dominance
- ii. do not retain the openness of the rural area by extending the visual impression of built development, and
- iii. substantially alter the scale, design and character of the original dwelling.

Change of use of Agricultural Land to Domestic Gardens

8.20 Proposals to change agricultural land to a domestic garden will be acceptable where there is no material change to the character or appearance of the surrounding countryside and should not create wedges of domestic garden intruding into an agricultural landscape. Proposals could include, for example, unworkable corners of fields that do not affect the ability to use the land for agriculture. Proposals should include appropriate boundary treatments like native hedges or post and rail fencing which do not have the effect of urbanising the area or changing the openness of the countryside.

Development Policy 5: Change of Use of Agricultural Land to Domestic Gardens

Change of use of agricultural land to domestic garden will be permitted if the proposal, particularly its scale and means of enclosure, does not result in a materially negative change in the character and appearance of the surrounding countryside.

If structures in the new garden, for example sheds or other outbuildings, would change the open character of the countryside the Council may impose conditions removing permitted development rights when granting planning permission.

Rural Diversification

- 8.21 Diversification proposals for agricultural and land-based rural businesses have potential to sustain the rural economy and enhance, restore, or maintain the character of the landscape and increase soil carbon through land management techniques and reducing pollution. Whilst planning has fewer controls over agriculture, there are clear links between the practices of farms and estates that impact on wider public goods such as habitat, natural flood management, biodiversity, food and fuel, soils, and countryside access for active lifestyles.
- 8.22 Working with landowners on 'Estate Plans' to help influence the management of estates is another opportunity that might be opened up through early discussion with landowners and promoters in the rural development process. Diversification proposals on privately managed estates will be supported where a proposal demonstrates sustainable practices and outcomes. This is preferably supported by an agreed Estate Plan that delivers and secures multiple wider public benefits such as employment and enterprise opportunities, sustainable access, social and cultural facilities, environmental enhancements, biodiversity increases, conserving and enhancing heritage assets (including a focus on saving heritage assets that are 'at risk') and improvements to land management. It is therefore important to facilitate the reuse of buildings in the countryside but in a manner which makes a positive contribution to both the rural landscape and the rural economy.

8.23 The Council supports the diversification and growth of Uttlesford's rural economy. Potential opportunity and growth areas include:

- floorspace provision of small (potentially shared) units in rural areas, including to support micro businesses
- an alternative to working from home, particularly in relation to office type premises
- for growth of non-office-based sectors (e.g., manufacturing) workshop space, particularly incubator space for small businesses
- land based uses including Agri-tech, Agri-food and Forestry-tec sectors may provide opportunity to deliver growth and support sustainable food production, maintain plant and animal health and support and enhance natural habitats, and
- cultural sector organisations and businesses, including creative industries and makers, arts organisations and practises.

Core Policy 22: Rural Diversification

In rural areas, proposal for economic activities that bring about rural diversification shall normally be permitted, providing that:

- i. the development is operated as part of a viable rural business (including farm holding) and contributes to the viability of the holding
- ii. it is not detrimental to the character and appearance of existing buildings and their setting within the landscape
- iii. existing buildings are used in preference to new buildings or extensions
- iv. utilities and other infrastructure are available or can be provided, and
- v. there is access by means of an existing road; no highway hazards are created or increased; and road improvements incompatible with the character of the surrounding area are not required.

9. Climate Change, Transport and the Environment

Introduction

- 9.1 This chapter provides policies in relation to Climate, Environment and Transport to conserve and enhance the environment in the plan area, and to meet the challenges of the climate emergency. Uttlesford contains a rich network of biodiversity, landscapes and habitats. These include formally designated areas of high value such as Hatfield Forest and chalk streams, as well as areas that are of importance to wildlife and local people. The Local Plan sets out how development can contribute to protecting and enhancing the environment, including through the requirement for Biodiversity Net Gain, and by avoiding harm.
- 9.2 The impacts of climate change are predicted to increase over time. The Local Plan policies aim to ensure the impacts of climate change are fully considered from the earliest stages of development, considering the requirements of adapting to a changing climate, as well as mitigation measures.
- 9.3 Sustainable transport measures will ensure the long-term viability of settlements within Uttlesford, improving connectivity and promoting active travel. Policies within Chapter 9 provide for the impacts of transportation, including freight, and the need for accessible travel for pedestrians, cyclists and other vehicle users. The policies included in this Chapter are:

Core Policy 23: Net Zero Operational Carbon Development

Core Policy 24: Overheating

Core Policy 25: Embodied Carbon

Core Policy 26: Renewable Energy Infrastructure

Core Policy 27: Providing for Sustainable Transport and Connectivity

Core Policy 28: Assessing the impact of Development on Transport Infrastructure

Core Policy 29: Active Travel – Walking and Cycling

Core Policy 30: Electric and Low Emission Vehicles

Core Policy 31: Public Rights of Way

Core Policy 32: Parking Standards

Core Policy 33: The Movement and Management of Freight

Core Policy 34: Managing Waste

Core Policy 35: Water Supply and Protection of Water Resources

Core Policy 36: Chalk Streams Protection and Enhancement

Core Policy 37: The Natural Environment

Core Policy 38: Green and Blue Infrastructure

Core Policy 39: Biodiversity

Core Policy 40: Landscape Character

Core Policy 41: Pollution and Contamination

Core Policy 42: Air Quality

Core Policy 43: Noise

Climate Change

Introduction

- 9.4 'Climate Change' is arguably the most pressing issue in society. There is an urgency to limiting global temperature rise to well below 2°C, and pursuing efforts to limit temperature increase to 1.5°C, above pre-industrial levels. These temperature targets were agreed to by 195 countries including the UK via the international Paris Agreement. The UK Government sets legally binding five-yearly carbon budgets (which are based on recommendations from the Committee on Climate Change).
- 9.5 Analysis¹ from the Committee on Climate Change shows that, for the UK to meet its steeply falling carbon budgets, it is therefore imperative that new development completed from 2025 onwards is built to be net zero carbon 'in itself' from the outset (with high levels of energy efficiency and heat pumps or heat networks, not gas), and also designed and located to help deliver the wider changes needed for a net zero carbon Uttlesford. The analysis also shows that beyond new buildings, there will need to be:
- a rapid and far-reaching rollout of energy efficiency measures in existing buildings
 - a dramatic upscaling in the number of existing buildings and transport that runs on electricity rather than fossil fuel, and
 - a corresponding rapid and dramatic upscaling of renewable energy to meet this (with electricity demand rising 50% by 2035 and doubling or even tripling by 2050, even if energy efficiency measures in buildings are deployed at scale).
- 9.6 The NPPF is clear that moving to low carbon with mitigation and adaptation to climate change are key elements of sustainable development. Under the NPPF2 (paragraph 153 & footnote 53), plans should take a proactive approach to mitigating and adapting to climate change in line with the Climate Change Act. Local plans' climate duty (to *ensure* that the development and use of land helps mitigate and adapt to climate change) is also legally codified in the Planning and Compulsory Purchase Act 2004 Section 19.1A, as amended by the Planning Act 2008 section 182.
- 9.7 Climate change mitigation means actively reducing carbon emissions – in this case by designing new developments and buildings to be energy and resource efficient, welcoming proposals to achieve the same in existing buildings, using renewable and low carbon energy generation, and promoting patterns of development that encourage travel by more environmentally friendly modes of transport. As per the expectation set by the National Planning Policy Framework³, policies will contribute to the radical reduction in greenhouse gas emissions that occur at all stages of design, production, construction and occupation of the building and the processes involved in the whole development scheme.
- 9.8 The purpose of the policies in this chapter and building on **Core Policy 1: Addressing Climate Change** set out in Chapter 4 is to bring forward development

¹ Committee on Climate Change, Adaptation and Decarbonisation, 2023. Available at: <https://www.theccc.org.uk/publication/adaptation-and-decarbonisation/>

² HM Govt Department for Levelling Up, Housing & Communities (2023), *National Planning Policy Framework*. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf#page=45

³ NPPF 2023 edition, paragraph 152.

that fully (or more than fully) mitigates its climate impacts and demonstrates readiness for future climate impacts, to the extent analysed to be necessary to fulfil the Climate Change Act. This must include reducing greenhouse gas emissions and dependency on fossil fuels, minimising energy usage, using low carbon energy and heat sources, and exploiting opportunities in renewable energy production. These actions will address the Council's 2019 Climate Change and Ecological Emergency declaration reflected in the review of the Climate Crisis Strategy which aims to enable the entire District to achieve net zero status by 2030⁴.

- 9.9 To work towards achieving this, we need policies that control the use of water and energy in all new buildings and set standards for use of power and space heating, requiring any remaining balance in energy needs to be met from renewable sources. Though the aim is to become energy neutral within sites, and for individual buildings to be energy self-sufficient⁵, it is recognised that this is not always possible within every site, in which case developers will then need to contribute to a 'carbon offset' scheme.
- 9.10 In addition to controls on new builds, we also need to encourage proposals that actively reduce the district's existing carbon emissions (through standalone renewable energy, and through improvements to the energy performance of existing buildings). Combined with a real effort to encourage provision and use of public transport, and reduction of car-based trips, development will then go a substantial way towards meeting carbon targets by reducing emissions.
- 9.11 Local authorities are empowered through planning policies under the Planning and Energy Act 2008⁶ to set reasonable standards for energy performance that are higher than the national Building Regulations baseline and this has successfully proved to be acceptable in recent local plans⁷.
- 9.12 The Plan takes a measurable target-led approach to policy on mitigation and climate resilience that can be monitored and is in accordance with the TCPA/RTPI Best Practice Guide⁸ and the Government's legislated Sixth Carbon Budget⁹. The Plan's approach also reflects the evidence base¹⁰ produced by UDC's consultants on the need, feasibility and precedents for net zero carbon policy, and aligns with the Essex-wide emerging recommended net zero carbon policies currently being developed through ongoing work within the Essex Design Guide (which themselves are supported by detailed feasibility and cost uplift evidence¹¹).
- 9.13 The carbon emissions directly associated with development are:
- embodied carbon emitted during the building's product, material transport and construction stages (and sometimes also the in-use refurbishment, maintenance and end-of-life disposal stages, depending on the scope of the embodied carbon assessment)

⁴ Uttlesford Climate Crisis Strategy 2021-2030.

<https://uttlesford.moderngov.co.uk/documents/s22640/CLIMATE%20CHANGE%20STRATEGY.pdf>

⁵ As a balance of grid energy use and zero carbon energy exports to the grid, across the course of the year.

⁶ UK, Planning and Energy Act, 2008. Available at: <https://www.legislation.gov.uk/ukpga/2008/21/contents>

⁷ Such as Cornwall, Bath and North-East Somerset, and Central Lincolnshire.

⁸ TCPA/RTPI Climate Crisis Guide See page 34

⁹ As per measures shown to be necessary for that 6th Carbon Budget by the Committee on Climate Change:

¹⁰ Available at: <https://www.uttlesford.gov.uk/article/4924/Local-Plan-evidence-and-background-studies>

¹¹ Essex County Council & Essex Planning Officers Association (2023) Essex Design Guide: Net Zero Carbon Evidence

- when all stages of the building’s lifetime are considered in the above, it is termed ‘whole life embodied carbon’
- carbon emissions of operational energy use – that is, the amount of energy (of different types¹²) used to operate the building and the activities within it, multiplied by the carbon emissions associated with each energy type¹³. This includes:
 - energy to heat, ventilate and light the building (regulated energy¹⁴)
 - plus the energy required to run the appliances and other energy-using equipment (unregulated energy¹⁵), and
 - minus the amount of onsite renewable energy generation (where this is used on site or exported to the grid where it prevents the need for production of an equal amount of conventional grid energy generation and its associated carbon).

9.14 The energy policies in this plan align with the available evidence on what is required to meet the UK’s legally binding targets of five-yearly carbon budgets and net zero carbon by 2050. They follow recognised good practice by leading organisations such as LETI (Low Energy Transformation Initiative) and the Committee on Climate Change, using energy metrics for space heating and energy use intensity to limit these to an amount compatible with the UK’s net zero carbon transition. A proposed net zero carbon scheme will therefore be judged on the following:

- space heating demand per square metre of treated indoor floor area
- energy use intensity (EUI), which covers overall energy use (regulated + unregulated) per square metre of treated indoor floor area
- renewable energy generation capacity (annual total) that matches the predicted total annual energy use, and
- proportionate contribution to the Council’s offset scheme¹⁶ where, in exceptional circumstances, the aforementioned on-site requirements cannot be achieved due to feasibility or viability considerations.

9.15 The key features necessary for net zero carbon buildings in operation therefore are:

- ultra-low space heating (and space cooling) demand
- low total energy use achieved via efficient low-carbon system for space heating and hot water (e.g. heat pump), low energy lighting, and selection of other efficient energy-related equipment
- no fossil fuel use in the building
- new renewable energy generation capacity sufficient to generate an amount of energy across the course of each year at least equal to the building’s predicted annual total energy use, with:
 - technology to include ability to export zero-carbon energy to the grid at times when the building is not using all of its own generated energy (thus making grid energy ‘cleaner’ and offsetting the amount of grid energy that the building will use at times when the reverse is true), and/or to store the predicted

¹² E.g., electricity, gas and other fuels

¹³ E.g., the emissions from burning gas in the building itself, or the emissions from burning fossil fuels within the electricity generation mix, or the emissions from burning fuel to supply heat to a heat network.

¹⁴ E.g., Regulated loads: → Heating → Cooling → Hot water → Lighting → Pumps and fan

¹⁵ Unregulated loads are plug loads such as: → Cooking → Appliances → TVs → Computers → Any other electrical equipment

¹⁶ Or a Council-approved offset scheme based in the district (or County as a last resort), subject to Council approval on a case by case basis.

- amount of 'excess' self-generated zero-carbon energy for later direct use on site
- where it is demonstrably unfeasible to include enough new renewable energy generation capacity to match the building's annual energy consumption, then a financial contribution per unit of renewable energy deficit, priced and ring-fenced for delivery of this renewable energy capacity elsewhere in the District, and
- minimised 'energy performance gap' from design to after construction and in operation.

Net Zero Operational Carbon Development

- 9.16 UDC's proposed policy approach to net zero carbon operational development is closely aligned with an Essex-wide policy approach being developed by the County Council along with the Essex Policy Officers Association, via the Essex Design Guide. This policy approach follows a series of steps and targets that results in a building which has net zero carbon emissions in operation by virtue of having a net zero energy balance across the course of each year, achieved through a combination of on-site energy efficiency with renewable energy supply (usually on-site, but with the option of off-site renewable energy supply through an offsetting mechanism). This enhances the robustness of the Uttlesford policy in that it will:
- benefit from the in-depth detailed modelling of feasibility, up-to-date cost uplift and viability studies produced in support of those Essex policies (and the ability to use the identified costs to perform viability testing specifically for Uttlesford)
 - improve efficiency by using implementation resources offered within the Essex work, e.g. validation checklists/templates and potentially a countywide energy offsetting scheme, and
 - contribute towards a unified and consistent approach across the Essex area that will reduce uncertainty and complication for the region's development industry and enable peer-to-peer learning across the network of council officers.
- 9.17 The first 'building block' in the policy is a space heating demand target. Space heating demand is the amount of heat energy needed to heat a building to a comfortable temperature over a year, and is expressed in kWh/m² gross internal area/yr. It is a measure of the thermal efficiency of the building elements. Various design and specification decisions affect space heating demand, including building form and orientation, insulation, airtightness, windows and doors and the type of ventilation system.
- 9.18 Beyond space heating demand, the building's total energy use (regulated and unregulated) is also expressed in kWh/m²/year. This includes the space heating demand (increased or decreased by the efficiency of the heating system), plus the energy demand of all other energy uses in the building.
- 9.19 Without these target levels of efficiency (specified in the policy), it will be difficult for a development to accommodate enough on-site renewables to become net zero carbon (noting in most cases the on-site renewable generation is likely to be solar PV panels on the development's roof). Reducing space heating demand and total energy use intensity to the target levels identified is necessary to enable the building to become net zero carbon (in operation) on site, and also aligns with recommendations

from the Climate Change Committee, RIBA, LETI and the UK Green Building Council to align with the UK's legislated carbon reduction transition. It is also beneficial to residents and building users as it directly reduces energy costs.

- 9.20 This policy approach aligns with national policy objectives in that it:
- delivers many of the general objectives of the Future Home Standards/Future Buildings Standard (FHS/FBS) – such as high energy efficiency and low carbon heat, avoiding any risk of needing future retrofit to be ready for the UK's net zero carbon future - but with enhanced certainty of actual performance (such as actual low energy demand through more effective design tools, certainty of low carbon heat, and certainty of renewable energy supply), and
 - further enhances the energy efficiency targets to match the necessary performance for the UK's legislated carbon goals (such as by the use of targets to better ensure good building design and low carbon heat, and by bringing forward the renewable energy supply necessary to support the new development).
- 9.21 Finally, the policy as expressed below – by beginning with space heat demand targets, then low carbon heat and total Energy Use Intensity targets, then renewable energy, then offsetting, then monitoring – effectively implements the Energy Hierarchy which is generally accepted as the best practice process in design to improving the energy performance of buildings.
- 9.22 The requirements of **Core Policy 23: Net Zero Operational Carbon Development** have been tested for feasibility and cost uplift specifically in the Essex region through analysis commissioned at County level, in 2023. The feasibility work performed at Essex level showed that with these requirements, development of all types tested¹⁷ is feasible and remains viable in the majority of land values. The cost uplifts identified in both Essex studies are very recent and are reasonably applicable to the Uttlesford district and are therefore suitable to be used for more locally-specific viability interrogation through the Uttlesford whole plan viability assessment.
- 9.23 More detailed notes to assist the understanding and interpretation of this policy are included in **Appendix 7**. Should a need arise, the Council may produce Supplementary Guidance to support policy implementation.

¹⁷ The Essex work modelled the feasibility of achieving the stated energy targets in a generous range of residential development typologies, and three types of nonresidential development. See:

Core Policy 23: Net Zero Operational Carbon Development

A) New build development (residential and non-residential)

All new buildings (of 1 or more new dwellings or 100sqm or more non-residential floor space) must be designed and built to be Net Zero Carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least equal annual energy use.

To achieve this, these new buildings are required to comply with requirements 1 to 5 as set out below (to be demonstrated through an Energy **Assessment**, which for major applications must be a full energy strategy utilising accurate methods for operational energy use prediction, and for minor applications must use either those same methods or the 'net zero spreadsheet' from Essex Design Guide¹⁸):

1. Requirement 1: Space heating demand

- i. all new residential buildings (apart from bungalows) and all non-residential buildings must achieve a space heating demand of less than 15 kWh/m² GIA/yr, and
- ii. all new bungalows must achieve a space heating demand of less than 20 kWh/m² GIA/yr.

2. Requirement 2: Fossil fuel free

- i. no new developments shall be connected to the gas grid, and
- ii. fossil fuels must not be used on-site to provide space heating, domestic hot water or cooking, and
- iii. space heating and domestic hot water must be provided through low carbon fuels.

3. Requirement 3: Energy Use Intensity (EUI) limits

- i. residential (Use classes C3 and C4) – All new build dwellings (1 dwelling or more) must achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m² GIA/yr
- ii. on larger sites in exceptional circumstances this may be met as a site-wide residential average (weighted by floor area), provided that no single dwelling has an EUI of >60kWh/m²/yr¹⁹.
- iii. non-residential – The following new build non-residential buildings must achieve an Energy Use Intensity (EUI) of no more than the following where technically feasible by building type or nearest equivalent.
 - a. Offices – 70 kWh/m² GIA/yr
 - b. Schools – 65 kWh/m² GIA/yr
 - c. Light Industrial – 35 kWh/m² GIA/yr
- iv. for other new build residential and non-residential buildings, that are not covered by a) and b) above, applicants should report their total energy use intensity but are not required to comply with a certain limit. These are however encouraged to

¹⁸ Essex County Council, Zero Carbon Toolkit, Essex Design Guide, updated 2023. Available at:

¹⁹

The 60kWh cap is the intermediate target from the RIBA 2030 Climate Challenge. Available at:

e.

demonstrate having made efforts towards complying with EUI limits being developed by the UK Net Zero Carbon Building Standard initiative.

- v. for the avoidance of doubt, Energy Use Intensity always refers to total energy use for all energy uses associated with the building, not differentiated between 'regulated' and 'unregulated' energy. It does not include energy use for electric vehicle charging as this is not related to the design or operation of the building.

4. Requirement 4: On-site renewable energy generation

Renewable energy must be generated on-site for all new developments (1 or more new dwellings or 100sqm or more non-residential floorspace) by whichever of the following results in the greater amount* of solar PV energy generation:

- i. the amount of energy generated in a year should match or exceed the predicted annual energy use of the building, i.e. Renewable energy generation (kWh/m²/yr) = or > predicted annual energy use (kWh/sqm/yr)** , or
- ii. the amount of energy generated in a year is:
 - a. at least 80 kWh/sqm building footprint per annum* for all building types; and
 - b. at least 120 kWh/sqm building footprint per annum* for industrial buildings.

The initial offset price is set at £1.35 per kWh or the most recent updated version (this cost is to be updated to reflect inflation and other cost changes during the lifetime of the Plan) and the contribution shall be calculated at the time of planning application determination.

5. Requirement 5: As-built performance confirmation and in-use monitoring

- i. in addition to the energy performance predictions made at design/application stage, all developments must resubmit as-built information at completion and prior to occupation
 - a. Major applications should submit a recalculation of energy performance predictive modelling using as-built specifications (see **Table 9.1**)
 - b. Minor applications should reconfirm the specifications to which the development has been built, taking into account any changes to fabric and systems compared to the specifications noted at design/application stage.

And

- ii. in-use energy monitoring for the first 5 years of operation is required on a minimum of 10% of dwellings for development proposals of 100 dwellings or more, or a 10% representative sample²⁰ of premises for development of 10,000sqm (gross internal area) or more.

²⁰ This should aim to cover a sample of floor space that is representative of the development's ratio of different uses and building typologies, as far as practicable considering the split of units of different Sizes and uses. Residential monitoring should be designed to aggregate the data to groups of 5 dwellings, for data anonymity purposes (as per the well-established approach in London). Where the anticipated occupancy

of a development may result in an inability to anonymise this data to an extent that would contradict

Alternative routes to meeting policy requirements.

Proposals that are built and certified to the Passivhaus Classic or higher Passivhaus standard are deemed to have met Requirements 1 and 3. Requirements 2, 4 and 5 must also be met to achieve policy compliance.

B) Extensions and Conversions

Applications for residential extensions and conversions affecting existing buildings (but excluding Listed Buildings and Conservation Areas) are expected to meet the minimum standard approach fabric specifications set out in **Table 2** (see **Appendix 7**) and incorporate renewable energy generation technology where practical and feasible.

*In cases where it is proposed to use the rooftop for a combination of solar PV and other rooftop uses with more general sustainability benefits – such as green/biosolar roofs that reduce the amount of PV that can be installed – it may be considered acceptable to achieve the *lower* of the two possible amounts of solar PV generation, so long as the requirement to at least match on-site annual energy demand is still met. This will be determined on a case-by-case basis considering the wider sustainability benefits of, and needs for, the proposed other rooftop use.

**For development proposals where it is demonstrated to the satisfaction of the Local Planning Authority that meeting Requirement 4 is not technically feasible, then renewable energy generation on-site should be maximised as much as possible and the residual amount of renewable energy generation (equivalent to the shortfall in meeting the annual energy consumption of the building in kWh/yr) must be offset by a financial contribution (to cover the administration, purchasing and installation of a PV renewable energy system elsewhere in the plan area, which is able to generate a similar amount of energy) and be paid into the Council's offset fund²¹.

Reporting and Modelling

9.24 Policy compliance will need to be demonstrated through the submission of an appropriate Energy Assessment, which for major development proposals should be in the form of an Energy Strategy and for minor development proposals the 'net zero spreadsheet' (which will be available to download from Essex Design Guide). These may be standalone documents or they may form a section within the Climate Change

data privacy legislation / regulation, the developer should liaise with the Council pre-application to mutually agree an acceptable approach.

²¹ This energy offsetting mechanism meets the legislated criteria for levying of planning obligations, in that it is:

- *directly related* to the development (i.e. the development's energy use and associated carbon),
- *fairly and reasonably related in scale* to the development (the payment is calculated to reflect the amount of energy use that the development doesn't match with onsite renewable energy, and is priced to allow exactly that amount of energy to be provided off site within the District or County), and
- *necessary in order to make the development acceptable in planning terms* (as the offset payment will only be levied where the development cannot otherwise achieve operational zero carbon status as per the policy goal, policy definition, Essex and UDC commitments, NPPF requirement to proactively mitigate climate change in line with the Climate Change Act, and necessary actions for the UK's carbon reduction trajectory as per Committee on Climate Change analysis previously cited).

& Sustainability Statement required by **Core Policy 1: Addressing Climate Change**. Minimum information requirements for Major and Minor development proposals at each stage of the planning process are set out in Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023), along with the template spreadsheet. Major and minor development is defined as:

- Major Development proposals are:
 - for housing development – where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more, or
 - for non-residential development – an additional floorspace of 1,000 m² or more, or a site of 1 hectare or more.
- Minor development is less than 10 dwellings or less than 1,000 m² of additional floorspace.

9.25 For major development proposals, accurate predictive energy modelling, such as Passivhaus Planning Package (PHPP)²² or CIBSE TM54²³, should be used. This will provide the necessary assurance of the accuracy of the energy assessment information and will be a useful tool for the developer to inform the design process towards achieving the targets, and will help reduce any potential energy performance gap issues (which is where in-use energy does not match the design standard).

9.26 For minor development proposals, applicants may use predictive energy modelling, or alternatively may follow a ‘minimum standards approach’ which sets out the specifications that the development must be designed and built to²⁴. By following this approach (i.e. without an energy model), minor applications will still need to re-confirm on completion the specifications that the development has been built to.

9.27 There are alternative routes to policy compliance available such as Passivhaus, or BREAAAM and these are discussed within **Appendix 7** that provides additional guidance for the interpretation and implementation of **Core Policy 23**.

Extensions and Conversions affecting Existing Buildings (except Listed Buildings)

9.28 Part A of **Core Policy 23** does not apply to proposals that relate to existing buildings, such as applications for the extensions, conversions, or changes of use. Proposals for residential extensions and/or conversions should instead meet the requirements set out in Part B.

9.29 Development proposals involving existing buildings offer an opportunity for measures to be taken to reduce existing rates of energy use and carbon emissions, and also to generate renewable energy.

9.30 Seeking for proposals for extensions and conversions to be built to the minimum fabric standards (residential) set out in **Appendix 7** will improve the energy efficiency of the existing building and contribute to meeting climate targets. Incorporating

²² Passive House Institute definition. Available at: [REDACTED]

²³ Chartered Institution of Building Services Engineers (CIBSE), 2022. Available at: [REDACTED]

²⁴ Essex County Council, Report 2: Essex Net Zero Policy (Summary of Policy, evidence and validation requirements), July 2023. Available at: [REDACTED]

renewable energy generation technology will enhance this further, but it is recognised that there may be some circumstances where incorporating renewables is not practical and/or feasible, such as a small extension or if the building is overshadowed. Additionally, it is noted that some elements of the fabric specification may not be practicable to achieve in every conversion and extension (in particular the air permeability and thermal bridging) therefore **Appendix 7** differentiates (in conversions and extensions) between what is required or encouraged.

Heritage Assets

- 9.31 Retaining, reusing, refurbishing and retrofitting historic buildings can contribute to meeting climate targets. There are sensitive issues that need to be addressed when it comes to improving the energy efficiency and climate resilience of heritage assets. Any schemes should have regard to the specific advice and guidance provided in the Essex Design Guide - Climate Change and the Historic Environment | Essex Design Guide and/ or applicable Historic England Guidance and Best Practice.

Monitoring and Implementation of Core Policy 23: Net Zero Operational Carbon Development

- 9.32 To support the implementation of this Policy indicators have been developed and are included in our Monitoring Framework (Chapter 12 and **Appendix 15**).

Mitigating Overheating Risk

- 9.33 Climate change means that today's building design solutions may need to be ready for environmental and climatic changes arising in the future such as heavier rainfall (potentially causing localised flooding) and/ or temperature fluctuations. As with carbon reduction, local plans also have a legal duty to ensure that climate adaptation is an outcome of the local plan policies as a whole²⁵. (Therefore, new buildings must be designed to last and to be adaptable. Designing new development to be net zero carbon in operation, while simultaneously being ready for the future climate, needs to be addressed at both building level and site level and at the earliest possible stage so that factors such as the orientation, built form, building fabric, site layout and landscaping measures can be taken into account to minimise energy demand and keep the building fit for use.
- 9.34 It is important that design is pursued holistically from an early stage, considering wider sustainability objectives and issues. While we must design net zero carbon buildings (in operation), national planning policy also requires²⁶ adaptation to overheating risk from a changing climate, considering the impact on occupants' comfort, health and wellbeing.
- 9.35 While climate adaptation is a somewhat separate issue from carbon reduction, it must be noted that a failure to design a building to passively²⁷ avoid overheating throughout increasingly frequent heatwaves would also risk a failure to achieve the necessary low energy use intensity – as it could create a need for active cooling systems or otherwise enhanced mechanical ventilation to be added today or in future, increasing energy use and embodied carbon.

²⁵ UK, Planning & Compulsory Purchase Act 2004, Section 19, Amended. Available at: <https://www.legislation.gov.uk/ukpga/2004/5/section/19>

²⁶ National Planning Policy Framework (2023) paragraph 153 specifically requires overheating adaptation; paragraphs 20(d) and 154(a) also establish a general requirement for climate adaptation.

²⁷ Without the application of energy-using devices.

- 9.36 Therefore, there will be a need for designs (especially building form, orientation, glazing, insulation and shading) to strike a careful balance between the desirability of ‘solar gain’ to reduce winter space heating demand, the desirability of roof orientation to maximise solar PV output, and the need to avoid excess solar gain in summer.
- 9.37 Overheating risk in new residential buildings has partly been addressed by amendment to the Building Regulations in June 2022²⁸ (Part O: Overheating Mitigation). Since the compliance tools for Building Regulations are not intended to accurately evaluate overheating (in particular if buildings take the ‘simplified method’ route permitted within Part O as opposed to the ‘dynamic thermal modelling method’), major development proposals are therefore encouraged to use the CIBSE (Chartered Institute of Building Service Engineers) standards TM52²⁹ for non-residential development and TM59³⁰ for residential development in line with **Core Policy 24: Overheating**.
- 9.38 Measures to mitigate overheating risk from both current and future climate should be incorporated into the design to help ensure the future comfort, well-being and health of occupiers. Further guidance on good solar design is provided on the Essex Design Guide³¹.

Core Policy 24: Overheating

All development proposals must demonstrate how the cooling hierarchy has been integrated into design decisions, via the Climate Change & Sustainability Statement.

Major development proposals are encouraged to use the CIBSE (Chartered Institute of Building Service Engineers) standards*:

- **TM52** for non-residential development
- **TM59** for residential development

*applicants are encouraged to use future weather files (CIBSE ‘Design Summer Year’ [DSY] for 2050 or 2080 as opposed to a DSY based on previous decades’ weather).

Embodied Carbon

- 9.39 Embodied carbon describes the amount of greenhouse gas emissions associated with the materials in constructing the building, the supply chain, repairs and fixtures and fittings, and ultimately its demolition or re-use. Emissions sources include:
- **Products:** extraction, manufacturing and processing of materials, energy and water consumption used by the factory and transport of materials to the manufacturing site
 - **Construction:** transporting the products to site and building the development

²⁸ UK, Building Regulations, updated 2022. Available at: <https://www.gov.uk/government/publications/overheating-approved-document-o>

²⁹ CIBSE, 2013. Available at: [REDACTED]

³⁰ CIBSE, 2017. Available at: [REDACTED]

³¹ Essex County Council, Essex Design Guide, Updated 2022. Available at: [REDACTED]

- **In-use:** maintenance, repair, refurbishment, replacement and emissions associated with refrigerant leakage, and
- **End of life:** demolition/disassembly, waste processing and disposal of any parts of product or building and any transportation relating to the above.

9.40 Embodied carbon is estimated to represent between 22-34% of total emissions caused by the built environment, or more than half of the emissions on an individual building scale³². Yet, the Building Regulations (including the proposed Future Homes Standard) currently do not address embodied carbon emissions at all. It therefore falls to the planning system, and through local plans, to stimulate action aiming to ensure new development's embodied carbon aligns with local and national climate targets. This is in line with the objectives and provisions, and hence legally binding targets, of the Climate Change Act³³.

9.41 Developers should demonstrate in the Climate Change & Sustainability Statement what actions are being taken to reduce embodied carbon and maximise reuse (the 'circular economy'). The summarised London Energy Transformation Initiative (LETI) advice is:

- Build less: Refurbish and re-use
- Build light: Consider the building structure
- Build wise: Longevity and local context
- Build low carbon: Review material specifications
- Build for the future: Assess end of life and adaptability, and
- Build collaboratively: Involve the whole team.

9.42 **Core Policy 25** introduces a requirement to assess and report whole life cycle carbon emissions for all new build developments (residential and non-residential) whose scale is over the threshold identified. The assessment for compliance with **Core Policy 25** should follow a nationally recognised methodology. In the absence of an approved UK national methodology, the RICS Professional Statement on Whole Life Carbon Assessment (WLC) is the accepted industry methodology for WLC assessments (see The Environmental Audit Committee [EAC] Report³⁴, paragraph 70). Further guidance and software tools have been developed, such as On Click LCA³⁵. The Government is working with industry to update the RICS methodology to develop it into a national methodology, and once approved then this will become the methodology that should be used for demonstrating policy compliance. The EAC considers that once the national methodology and requirement to undertake whole-life carbon assessments is in place, the cost of undertaking assessments is likely to be minimal (EAC Report, paragraph 71).

9.43 In terms of targets for reducing embodied carbon, there is not a nationally set standard but industry organisations have worked together to align the best practice standards to ensure the scope and definition of targets are consistent. Specifically, LETI³⁶ and RIBA³⁷ have developed a simple rating system to easily enable

³² UK Green Building Council (2017), *Embodied Carbon: Developing a client brief*. [REDACTED]

³³ As expected of local planning policies by the NPPF, paragraph 153, footnote 53.

³⁴ Building to net zero: costing carbon in construction: Government Response to the Committee's First Report - Environmental Audit Committee (parliament.uk) (and for full EAC report with the paragraphs 70 cited above: [REDACTED])

³⁵ [REDACTED]
³⁶ Low Energy Transformation Initiative. [REDACTED]

³⁷ Royal Institute of British Architects. For targets, see RIBA 2030 Climate Challenge.

comparison between different buildings / developments. The result is set out in the Embodied Carbon Target Alignment document³⁸ – whose key tables are below.

Table 9.1: Upfront and Life Cycle Embodied Carbon LETI & RIBA Targets

Upfront embodied carbon, stages A1-A5. (kgCO2e/m2) (excl. sequestration)					
Relevant Targets	Band	Office	Residential (6+ storeys)	Education	Retail
	A++	<100	<100	<100	<100
	A+	<225	<200	<200	<200
LETI 2030 Design Target	A	<350	<300	<300	<300
	B	<475	<400	<400	<425
LETI 2020 Design Target	C	<600	<500	<500	<550
	D	<775	<675	<625	<700
	E	<950	<850	<750	<850
	F	<1100	<1000	<875	<1000
	G	<1300	<1200	<1100	<1200
Life Cycle Embodied Carbon (sum of stages A1-A5, B1-B5, C1-C4) (kgCO2e/m²)					
Relevant Target	Band	Office	Residential (6+ storeys)	Education	Retail
	A++	<150	<150	<125	<125
	A+	<345	<300	<260	<250
	A	<530	<450	<400	<380
RIBA 2030 Build Target	B	<750	<625	<540	<535
	C	<970	<800	<675	<690
	D	<1190	<1000	<835	<870
	E	<1400	<1200	<1000	<1050
	F	<1675	<1400	<1175	<1250
	G	<1900	<1600	<1350	<1450

Reproduced from: LETI Embodied Carbon Target Alignment document

9.44 The targets in the policy are set to reflect the ‘C’ band, which LETI explains is the ‘good practice’ feasible and appearing in good designs today (while today’s standard practice would be closer to band E). LETI explains that while there is not yet enough industry data to be entirely certain about what embodied carbon targets in new buildings are required for national or local carbon budgets, its targets are set “to limit the embodied carbon to a value that is achievable in practice and also in line with sectorial carbon budgets”.

Core Policy 25: Embodied Carbon

All development proposals must demonstrate, through the Climate Change & Sustainability Statement, what measures have been taken to reduce embodied carbon

³⁸ Embodied Carbon Target Alignment - LETI

content as far as possible. Where it is proposed to demolish a building, this should be justified e.g., in relation to feasibility, or adverse impact on energy efficiency.

Major new-build proposals should identify the steps taken to reduce the building or overall development's impact on embodied carbon e.g., regarding its design and building materials to minimise embodied carbon³⁹.

Proposals for large scale new-build developments (a minimum of 100 dwellings or a minimum of 5000m² of non-residential floor space) must submit a Whole Life Carbon Assessment that demonstrates the following targets have been met:

- a) 'Upfront' embodied carbon emissions**
 - i. Residential: $\leq 500\text{kgCO}_2\text{e}/\text{m}^2$
 - ii. Non-Residential: $\leq 600\text{kgCO}_2\text{e}/\text{m}^2$

- b) Total embodied carbon (excluding RICS modules B6 and B7)**
 - i. Residential: $\leq 800\text{kgCO}_2\text{e}/\text{m}^2$
 - ii. Non-Residential: $\leq 970\text{kgCO}_2\text{e}/\text{m}^2$

Renewable Energy and Energy Infrastructure

- 9.45 As made clear in the preceding section, it will be necessary for new development to integrate renewable energy technologies in order to comply with the policies set out in this Chapter and government policies and legislative requirements. Furthermore, significant amounts of new standalone renewable energy generation will also be needed in order to enable the transition of existing settlements, industry and transport away from fossil fuels and onto clean energy sources, as a necessary part of the local and national carbon budgets leading towards net zero carbon.
- 9.46 In general, solar energy development proposals, including both building mounted and standalone ground mounted installations and extensions or repowering of solar installations will be supported where they are focused on previously developed land and do not occupy the highest-grade agricultural land. The integration of solar photovoltaics onto roofs of all suitable development is required to ensure that 'net zero', including total operational energy balance on site, can be achieved.
- 9.47 For wind energy development, the NPPF requires that proposals for new turbines must be in an area identified as suitable for such development (in the Local Plan or an SPD), and that following consultation the planning impacts identified by the community have been appropriately addressed and that the proposal has community backing. Wind energy proposals will be generally supported in areas of lower landscape value though will be considered in relation to:
- buildings - the safe separation distance is described as the Fall over Distance being the height of the turbine to the tip of the blade plus 10%

³⁹ Please Note that should the Government during the lifetime of this Plan impose requirements regarding embodied carbon then this will take precedence over the requirements in this policy.

- power lines - National Grid and/or the Distribution Network Operators advise on the required distance between wind turbines and overhead power lines
- air traffic and safety –There is a 15 km consultation zone and 30km/32km advisory zone around civilian air traffic radar, with a c.15km statutory safeguarding consultation zone around Ministry of Defence aerodromes⁴⁰. The Ministry of Defence has to be consulted if a proposed turbine is 11m to blade tip or taller, and/or has a rotor diameter of 2m or more, and
- Shadow flicker - under certain circumstances and times of day, the sun may pass behind the rotors of a wind turbine and cast a shadow over neighbouring properties. When the blades rotate, the shadow flicks on and off. Properties within 130 degrees either side of north relative to the turbines may be affected at UK latitudes (although this depends on simultaneously sunny and windy weather, requires a narrow window opening to create the 'flicker' indoors, is minimal at 500-1000m distance from the turbine or negligible beyond 10 rotor diameters⁴¹).

Core Policy 26: Renewable Energy Infrastructure

The Council supports proposals for renewable and low carbon energy generation and distribution networks. Particular encouragement will be given to community-led schemes with evidence of community support along with local energy sharing schemes, and battery storage. Proposals must include a scheme outlining how and when the site will be restored when energy production or equipment lifetime ends.

Planning applications involving renewable energy development will be encouraged provided that any adverse impacts can be addressed satisfactorily, including cumulative impact, on:

- i. landscape, ecology and biodiversity including designations, protected habitats and species, and Conservation Target Areas, nature recovery areas
- ii. visual impacts on local landscapes
- iii. best and most versatile agricultural land
- iv. historic environment - designated and non-designated assets and settings
- v. the Green Belt, particularly visual impacts on openness
- vi. aviation activities
- vii. public rights of way and pedestrians, cyclists and equestrians
- viii. highways and access issues, and
- ix. residential amenity.

In addition, for wind energy proposals to be acceptable, applicants must demonstrate that the proposed development has been assessed to meet the requirements of the Uttlesford District Council's Noise Assessment Technical Guidance⁴² such that sources of noise and vibration generated by the development, and during its construction, are mitigated to prevent loss of amenity for existing and future occupants and land uses.

⁴⁰ Town and Country Planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002. Further advice on wind energy and aviation on websites for Civil Aviation Authority and National Air Control Transport Services

⁴¹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/48052/1416-update-uk-shadow-flicker-evidence-base.pdf

⁴² Noise Assessment Technical Guidance (UDC, 2017). Available:

<http://www.uttlesford.gov.uk/CHttpHandler.ashx?id=6973&p=0> Regulation 19 Local Plan 191

Ground mounted solar energy developments and proposals on buildings will be supported. In developments where employment, community, and agricultural buildings have roofs which are structurally adequate, and within car parks, mobility hubs and along streets as far as practicable, solar energy/PV installations should be included unless it can be demonstrated that is not practicable to do so or otherwise impacts unacceptably on amenity or heritage considerations.

Proposals should be accompanied by an Energy Statement that includes details for their maintenance, use of electricity so generated, and how they would contribute to renewable energy in new development e.g., as a percentage of total consumption.

Transport

Introduction

- 9.48 Delivering growth in the most sustainable locations and improving sustainable transport infrastructure are a key principle of this Local Plan. Delivering and maintaining sustainable, reliable, and adaptable transport infrastructure across Uttlesford will help reduce traffic congestion, provide sustainable transport options to residents and encourage increased use, particularly for local journeys. To facilitate the growth identified by the spatial strategy, there will need to be improvements to the existing transport network where proposed development may cause a direct impact.
- 9.49 By facilitating the sustainable movement of people between their home, work, shops and services across Uttlesford, it will help to facilitate economic growth opportunities, inward investment, regeneration and contribute towards the delivery of sustainable development.
- 9.50 Many aspects of transport and travel need to be considered, including reducing the need to travel, encouraging walking and cycling to reduce dependency on car travel and to improve public health, making public transport cleaner and more accessible to all users.
- 9.51 Reducing the need to travel by proposing and supporting development proposals which reduce the need to travel or promote the use of sustainable transport will support the district wide carbon reduction targets.
- 9.52 Uttlesford is located on two strategic transport corridors; running north to south is the M11 and West Anglia mainline rail (operated by Greater Anglia); and east to west is the A120 corridor. Uttlesford is well situated being close to Cambridge in the north, Braintree to the east, the county town of Chelmsford to the southeast and Bishops Stortford to the west.
- 9.53 Connectivity to London is an important factor for the district including inward and outward commuting and for passenger access for London travellers. London Stansted Airport is located within Uttlesford to the east of Junction 8 of the M11/A120. London Stansted Airport is one of the UK's busiest airports, currently serving around 26.5 million passengers a year⁴³.
- 9.54 Greater Anglia provides regular direct rail services to London Liverpool Street,

⁴³ Stansted Airport press release, July 2023. Available at:

Stansted Airport and Cambridge. There are six stations in Uttlesford: Great Chesterford, Audley End, Newport, Elsenham, Stansted Mountfitchet and Stansted Airport. Partnership work will be key to ensure that rail services and infrastructure in the district reflect the working, visitor and economic needs of the district.

- 9.55 There are no bus stations in any of Uttlesford's town which provide a centralised focus for services or multi-modal interchange, however, there is a bus and coach interchange at London Stansted Airport which provides convenient access to the airport and rail station for local, regional and national services. There is a recognition that the bus and rail interchange facilities at Stansted Airport should be strengthened to provide the role of a public transport hub to the wider area.
- 9.56 Frequent bus services also run in the two main corridors with regular local and regional services serving Stansted Airport, Saffron Walden, Takeley, and Great Dunmow. Opportunities to provide local multi-modal transport hubs should be considered at strategic locations.
- 9.57 Two routes on the National Cycle Network run through Uttlesford: NCN11 & NCN16. NCN16 provides an almost continuous traffic free route between Bishops Stortford, Takeley, Great Dunmow and Braintree. There is an overall lack of local dedicated cycle provision, either in towns or routes connecting communities to key services and town centres.
- 9.58 The M11 provides the strategic north/south road connections to Cambridge and London and connects with the strategic east/west corridors such as the A14 & A505 to the north, the A120 within Uttlesford and the A414 and M25 to the south.
- 9.59 The A120 is a key east west corridor, both locally and for the surrounding region. It provides connectivity between Bishop's Stortford in the west, the M11, London Stansted Airport, Takeley, Great Dunmow and further east: Braintree and Colchester. The A120 could provide an important route for delivering high quality public transport including rapid transit schemes.
- 9.60 The challenges associated with transport provision and sustainable transport choices are long standing, however, they are not unique to Uttlesford. There is a great deal of daily commuting flows in and out of the district with residents accessing the diverse employment opportunities that are located within the district such as at Saffron Walden, Great Chesterford Research Park and Stansted Airport and the wider regional opportunities.
- 9.61 It is important that we consider car ownership and be realistic about the fact that most households in the district do own a car and often more than one vehicle. While public transport links are good for some towns along the key transport corridors, villages are more remote with less good access. Therefore, it is acknowledged that some level of car travel and parking considerations will remain important for Uttlesford. In the more rural locations, the policy approach to low emission vehicles and improving sustainable transport will help mitigate the impact of car travel.

Delivering Sustainable Transport

- 9.62 The policies in this chapter are based on an evidence led approach that adopts the 'decide and provide' approach to shape for the future of development and transport infrastructure in Uttlesford. This approach identifies that sustainable transport is the preferred mode for transport and the supply of sustainable transport modes,

including walking and cycling, will be prioritised. This approach reflects the changing dynamics of transport in the modern world and will be proactive in its approach in respect of ensuring the sustainable location of new developments, reducing the need to travel, planning for sustainable travel modes, and providing for zero carbon or low emission vehicle use.

- 9.63 To support net zero or low carbon growth within the district, the strategic site allocations identified in this Plan are located to maximise opportunities for accessing sustainable travel choices. These include rail and bus services, ensuring the sites are close to key local services that are also reasonably accessible by walking and cycling.
- 9.64 Securing public transport improvements and better provision for walking and cycling would reduce pollution, make it safer and easier for people to travel to jobs and services and lead to better health, less congestion, and more pleasant streets.
- 9.65 All new residential roads including secondary and tertiary streets will be designed to minimise vehicle speeds and prioritise walking and pedestrian safety and provide safe and convenient cycle route choices.
- 9.66 Barriers to walking should be addressed in development proposals, to ensure that walking is promoted and that street conditions, especially safety/security and accessibility for disabled people, are enhanced. Walking networks and facilities in and around all new developments should be direct, safe, attractive, accessible and enjoyable.
- 9.67 Cycling is a space efficient mode compared to cars so making streets attractive for cycling can bring benefits to all road users while also improving the experience of living, working and getting around. Cycling should be promoted through the provision of improved and secure cycle parking and other facilities and new cycle routes as part of highway infrastructure improvements/traffic management measures.
- 9.68 The Council will work with partners and stakeholders to facilitate and promote sustainable transport links from new development to key destinations and the wider network. This includes new or improved infrastructure, services and promotion to support walking, cycling and public transport, and provision of charging points for electric vehicles. The Sustainable Modes of Travel Strategy (SMOTS) produced by Essex County Council provides a framework for the Council and its partners to co-ordinate the provision of services and infrastructure to achieve its objectives.
- 9.69 The design of streets, parking areas, and other transport elements should reflect the Uttlesford Design Guide, current national guidance, including the National Design Guide and the National Model Design Code. The Essex County Council's Transportation Development Management Policies provide further detail on requirements relating to accessibility and access, including Transport Assessment and Statement thresholds for each land use category.
- 9.70 The allocations and policies in the Plan will support development proposals that are planned and designed to maximise the opportunities to reduce demand for carbon intensive trips. This will be achieved through the delivery of neighbourhoods and streets where access and movement by sustainable transport and active travel is prioritized.

- 9.71 The Local Plan seeks to ensure that new development provides residents and businesses with a genuine choice of transport modes. This will be achieved by designing new development with convenient and safe active travel connections and high-quality public transport services.
- 9.72 Where development proposals are sited in a location with inadequate active travel and public transport connections, developers will be required to provide evidence that they have worked with the transport authority and service providers to provide new or improved infrastructure and public transport services to support net zero carbon growth.
- 9.73 The Local Plan supports development proposals that are designed and delivered in accordance with the ECC highway development management documents and policies, and the Essex Design Guide unless otherwise agreed with the Highways/Transport Authority at the time.
- 9.74 The policies support the delivery of safe and suitable access for pedestrians, cyclists, horse riders, public transport, general traffic and the delivery of goods vehicle movements.
- 9.75 The Council will support new development designed around existing or proposed active travel routes and public transport links, so the development integrates with the surrounding context and is well connected to existing settlements and key destinations and transport interchanges.
- 9.76 Access routes into development sites for active travel and public transport modes should be maximized and aligned with existing or proposed external routes. The development's active travel proposals should facilitate the ability for these active travel and public transport routes to link to any future adjacent development proposals or phased development.

Core Policy 27: Providing for Sustainable Transport and Connectivity

The Council will support measures identified in the Essex Local Transport Plan and the area travel plans and work with Essex County Council to ensure that transport improvements contribute positively to the attractiveness and safety of our places, quality of life, and respond sensitively to our natural and historic environment.

The Area Strategies (Chapters 5, 6 and 7 in this Plan) and the Infrastructure Delivery Plan identify specific schemes addressing sustainable transport and connectivity.

All strategic developments as set out in Chapter 4 and the Area Strategies will be expected to provide direct bus access, rapid electric charging points, car and electric vehicle community sharing clubs and mobility hubs in accessible locations, close to public services/ amenities on site.

Sustainable modes of transport should be prioritised in new developments to promote accessibility and integration with the wider community and existing networks. Priority should be given to cycle and pedestrian movements and access to public transport.

Development proposals should provide the following sustainable measures as appropriate:

- i. promote walking and cycling by ensuring proposals give greater priority to pedestrians and cyclists in the use of road space and provide for filtered permeability
- ii. deliver an improved environment for pedestrians and cyclists appropriate to the scale and nature of the proposals. Provision should be inclusive and address disabilities and particular mobility needs
- iii. ensure that existing pedestrian and cycling routes and public rights of way are retained as continuous linear features and improved where appropriate
- iv. identify key pedestrian and cycling routes and their destinations and assess existing and predicted active travel movements to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these movements and will be encouraged to support additional active travel movements
- v. reduce road danger from other transport modes
- vi. ensure the provision of cycle parking and active travel in line with Essex County Council latest guidance, and
- vii. cycling and walking routes should be planned, where possible, as part of the network of multi-functional green infrastructure.

Addressing Transport Impacts

- 9.77 Our strategy for managing growth across the district is to locate development in sustainable locations that helps to minimise the distance and duration of a journey, in addition to identifying appropriate and deliverable measures to meet the transport needs of the district. New development is therefore proposed within areas that are accessible by public transport and that have the capacity to accommodate the number of trips generated as a result of new development and/ or will provide financial contributions to mitigate the transport impacts of new development. This will support the delivery of infrastructure needed to facilitate travel of sustainable modes, whilst also enabling improvements to be made to the local and strategic road network. Sustainable accessibility also improves the ability of local communities, in particular disadvantaged or vulnerable groups, to access employment and important services including education, healthcare, open spaces, leisure and shopping.
- 9.78 The Local Plan seeks to increase the attraction of and opportunities for public transport. A strong focus is required on designing walkable neighbourhoods and reducing the need to travel and encouraging use of other modes of transport, travel choices, especially for shorter trips to improve accessibility and tackle traffic congestion. It is important that new development can be accessed safely and that, to help manage car use, development is accessible by means of transport other than the private car. The layout of large-scale sites should provide access for public transport and service vehicles.
- 9.79 Proposals will need to quantify the likely transport impacts that the proposed development will have and describe any mitigation measures to reduce them. Proposals for development that will generate significant amounts of transport movements will need to be accompanied by a transport assessment, and where necessary, by a travel plan.

- 9.80 The promotion of travel plans is essential to encourage residents and employees to make use of sustainable transport networks, and to inform them of the travel choices available. A key element of this is the marketing and promotion of public transport, cycling and walking.

Core Policy 28: Assessing the impact of Development on Transport Infrastructure

Development should be located in an area with an appropriate level of public transport accessibility and where public transport capacity can accommodate the proposed increase in the number of trips, or where capacity can be increased to an appropriate level through contributions, or other infrastructure funding.

Developers will be required to submit a Transport Assessment and/ or a Transport Statement to assess the potential transport impacts of the developments and guidance should be sought from the Highway Authority on which approach is appropriate.

Travel Assessments and Travel Statements will be required to propose mitigation measures to demonstrate they have maximised opportunities for active sustainable travel and will make adequate provision to mitigate the likely impacts. Where that mitigation relates to matters that can be addressed by management measures, the mitigation should be accompanied by the preparation of a Travel Plan.

Where a Transport Assessment or Travel Plan is required, a Transport Related Carbon Emissions Quantification Statement will be necessary and should be integrated into the document.

All Travel Plans must have measurable outputs, be related to the aims and objectives in the Essex Local Transport Plan and provide monitoring and enforcement arrangements. Planning obligations will be sought to secure the provisions in the Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations. Outline planning applications are required to submit a framework for the preparation of a Travel Plan.

Development proposals should:

- i. contribute towards the improvement of public transport and the improvement and delivery of walking and cycling routes that serve the site. This could be achieved through the design of development and/ or through financial contributions appropriate to the scale and impact of the development
- ii. be expected to provide, or contribute to the provision of, new and/ or improved public transport infrastructure and services proportionate to the projected number of additional trips arising from the development and considering cumulative impacts of other approved developments in the area
- iii. limit motor vehicle trips and identify and deliver highway safety measures at and around the development site, including temporary measures during the construction phase. This measure should reduce road danger and facilitate safer movements for all users and transport modes, and
- iv. comply with the latest guidance on design, parking provision, servicing facilities and electric charging infrastructure.

Development of New Transport Infrastructure

Proposals to improve or provide new public transport infrastructure and facilities will be supported subject to:

- i. being acceptable in terms of impact on the environment including landscape, townscape, public realm and amenity of adjoining areas
- ii. being designed to be safe, convenient, attractive and accessible for use especially for vulnerable users including lone females, young adults, people with disabilities and specific mobility needs, and
- iii. providing adequate secure cycle parking and ease of access on foot, including consideration of pedestrian desire lines.

Active Travel: Walking and Cycling

- 9.81 Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.
- 9.82 Active travel is a key component of sustainable transport planning, as it has a number of benefits for individuals, communities, and the environment. Encouraging mode shift to walking, wheeling and cycling is one of the most cost-effective ways of reducing transport emissions, as outlined in the transport decarbonisation plan.
- 9.83 Active travel should be an important consideration in all planning decisions. When planning new developments, it is important to make sure that there are safe and convenient routes for people to walk, cycle, and wheel. This can be done by providing dedicated infrastructure for active travel, such as footpaths, cycle lanes, and shared spaces. It is also important to make sure that the built environment is designed to encourage active travel, such as by creating compact, walkable communities.
- 9.84 The Council is producing a Local Walking and Cycling Implementation Plan (LCWIP)⁴⁴ for the district to identify cycling and walking improvements that are required in Uttlesford taking account of planned growth. The outputs identify walking and cycling routes for inclusion into site specific policies in the new Plan to improve connectivity between existing and new routes. These will be required to be identified in the future Infrastructure Delivery Plan.
- 9.85 LCWIPs provide a prioritised plan of preferred routes and core zones which can be used to inform and prioritise future funding opportunities in the short, medium and long term; secure developer funding towards walking and cycling infrastructure including in responding to specific planning applications; and link to wider sustainable transport networks such as bus, rail, rapid transit.
- 9.86 The Council will expect all development to consider the key principles of 15/20-minute neighbourhoods and active travel into new developments.

Core Policy 29: Active Travel – Walking and Cycling

Development should be planned around a network of safe and accessible walking and cycling routes where dedicated traffic free links make walking and cycling the preferred choice for day-to-day trips, encourage sustainable travel, and support healthy and active lifestyles.

⁴⁴ UDC, Active Travel Uttlesford, 2023. Available at: <https://letstalk.uttlesford.gov.uk/active-travel-in-uttlesford>

The Council will support the delivery of public realm improvements and infrastructure designed to create attractive places that make walking and cycling safer, healthier, and more attractive as a travel choice.

New developments and infrastructure proposals should:

- i. promote walking and cycling by ensuring proposals give greater priority to pedestrians and cyclists in the use of road space and provide for filtered permeability
- ii. deliver an improved environment for pedestrians and cyclists appropriate to the scale and nature of the proposal. Provision should be inclusive and address disabilities and particular mobility needs
- iii. ensure that existing pedestrian and cycling routes and public rights of way are retained as continuous linear features and also improved
- iv. identify key pedestrian and cycling routes and their destinations and assess existing and predicted active travel movements to, through and from the site. They should provide safe, direct, and attractive routes that accommodate these movements and will be encouraged to support additional active travel movements
- v. reduce road danger from other transport modes
- vi. be expected to enable and contribute towards improvements and delivery of local and strategic active travel routes and links as identified in the Area Strategies and associated IDP and LPWIP, and
- vii. ensure provision of secure cycle parking and active travel in line with the latest guidance.

Electric and Low Emission Vehicles

- 9.87 The Plan will ensure that developments provide the infrastructure for electric and low emission vehicles where it is appropriate and viable, and with reference to the principles in the Essex EV Infrastructure Strategy. This could be in the form of residential and public electric vehicle charging points or make ready infrastructure for charging stations.

Core Policy 30: Electric and Low Emission Vehicles

All development proposals should maximise the opportunity of occupiers and visitors to use electric and low emission vehicles, including electric bicycles and electric cargo cycles.

Proposals should maximise the provision of residential and public electric vehicle charging / plug-in points and/or the space and infrastructure required to provide them in the future. The design and operation of such infrastructure should follow best practice so that their operation does not undermine the quality of the public realm.

Public Rights of Way

- 9.88 The public rights of way network provides access to Uttlesford's unique countryside and heritage and in the process, improve health and quality of life. Public rights of way are an intrinsic part of our overall transport network, providing valuable and safe access on foot and increasingly by cycle to the wider countryside, places of employment, schools, shops and other local services and amenities. The rights of way network provides a key alternative to car use on journeys of less than five miles. The Council will ensure that Rights of Way are protected, enhanced, and promoted.
- 9.89 There will be a need for improvements to the rights of way network affected by

development proposals to encourage more walking, cycling and horse riding through improved accessibility, surfacing and connectivity. Where the scale and location of development will require connections and/or lead to increased use by new and existing residents, the Council will secure appropriate contributions from the applicants. Consideration will be given to achieving off-site local pedestrian, bridleway and cycleway routes which connect development sites with open spaces, leisure/community uses and strategic access routes, make links within the wider Rights of Way network, or create circular or extended routes.

- 9.90 At the earliest opportunity and as part of their planned development, applicants are required to record the route of any public Rights of Way affected by proposed development and submit a Rights of Way Scheme for their improvement, accommodation or diversion. Rights of Way schemes should detail what is proposed for existing routes, including whether the paths are to be incorporated into the design or diverted. They must also include landscape proposals for the paths, and details regarding new routes and connections to the rights of way and access network. Details regarding how any rights of way are to be dealt with during construction must also be included.

Core Policy 31: Public Rights of Way

Development proposals for sites that include a Right of Way within the site, or are for major development proposals adjacent to an existing Right of Way, will be required to submit a Rights of Way Scheme that demonstrates how the development will protect, enhance and promote the public Rights of Way network.

This must include, where necessary, improvements to help restore and re-connect Rights of Way.

Where development would increase the pressure on the Rights of Way network, contributions will be sought through planning obligations for measures to protect and enhance the Rights of Way network, including the delivery of additional routes and improvements to existing public paths both on-site and off-site.

Managing Parking

- 9.91 The Council will focus on measures to promote and improve opportunities for walking, cycling and public transport and for electric vehicle charging. The Council will also continue to promote lower levels of private car parking to help achieve modal shift. This will be particularly relevant for non-residential developments where more sustainable transport alternatives such as walking, cycling and public transport exist and are being developed. It will also be important in our town centres, where our aim is to increase access without increasing the overall level of parking.
- 9.92 Car parking standards are an important means of managing traffic levels in and around a development, especially when combined with measures to increase access to transport alternatives to the private car.

- 9.93 The dominance of vehicles on streets is a significant barrier to walking and cycling and reduces the appeal of streets as public places. When properly implemented in appropriate locations, car-limited development could have significant benefits including:
- accommodating more dwellings on a given site through appropriate densities
 - leaving more space for landscaping and green space
 - safer streets for children's play, and more social interaction
 - reduced car dependency, while supporting walking, cycling, public transport and local car clubs, and
 - less traffic congestion and pollution associated with the new development.
- 9.94 Larger car-limited developments will be encouraged to incorporate a car club, which can be an attractive alternative to private car ownership and boost the attractiveness of car limited housing.
- 9.95 Development proposals should have regard to the most up to date Essex County Council Parking Standards⁴⁵ and the guidance in the Uttlesford Design Code⁴⁶.

Core Policy 32: Parking Standards

Development proposals should have regard to the latest Essex Parking Standards and the parking standards set out in the Uttlesford Design Code.

Proposals for provision below these standards should be supported by evidence detailing the local circumstances that justify a deviation from the standards, such as significantly higher levels of sustainable transport provision.

The Movement and Management of Freight

- 9.96 The routing of traffic and particularly the movement of freight is a key issue in the creation of safe and attractive communities. The volume of freight transported through an area is often a useful measure of prosperity of a local economy and it is important that local authorities, working in partnership with the Local Highway Authority, manage this demand as far as possible. However, such movements can have adverse impacts, especially where vehicles move from or to the strategic network and local roads.
- 9.97 Heavy goods vehicles (HGV) that pass through our communities can have detrimental impacts on our towns and villages. These vehicles may produce higher emissions and their size and weight results in the dominance of the road space whilst moving and causing delays when unloading in constrained locations.
- 9.98 In some instances, HGV's have caused physical damage to the fabric of our historical towns and villages. To reduce the number of vehicles carrying goods and freight into our towns, the use of local delivery hubs (including micro-consolidation centres) may divert some of the HGV's away from sensitive or constrained areas in our towns and villages. The Council will work with the Highway Authority, and other partners, to minimise freight trips on the road network and promote safe, clean and efficient freight movements.

⁴⁵ ECC, Parking Standards, 2009. Available at:

⁴⁶ UDC, Design Code, 2023. Available at:

- 9.99 Development proposals for freight and servicing will be expected to consider the four main actions regarding 'last mile deliveries' as set out in the UK Transport Decarbonisation Plan (page 140)⁴⁷. Where relevant a planning application will be expected to be accompanied by a Freight Management Strategy setting out how freight and servicing will be managed and mitigated within the development.

Core Policy 33: The Movement and Management of Freight

Development proposals should consider the freight strategies and policies set out in the Essex Local Transport Plan that relate to the efficient and reliable transportation of freight.

Proposals must submit a Freight Management Strategy setting out how freight, home deliveries and servicing will be managed and mitigated within the development for approval.

Freight management strategies should ensure the prioritisation of the use of the Strategic Road Network and minimise the use of the rural network and that encourage the movement of freight by sustainable modes whilst minimising negative impact of freight trips on local communities.

Development proposals that generate a significant number or intensity of transport movements, will be required to demonstrate that:

- i. they are conveniently located to enable direct routeing to the strategic road network
- ii. there is no unacceptable impact on residential areas, local air quality, local amenity, or the highway network
- iii. there would be no unacceptable impact on landscape, heritage, local character and biodiversity
- iv. they adopt best practice approaches to managing and minimising freight, servicing and delivery trips
- v. they facilitate low or zero emission technologies, and
- vi. provide adequate off-street provision to accommodate delivery and servicing activities, with on-street loading only considered in exceptional circumstances.

The Council will support the development and enhancement of local delivery hubs that help consolidate deliveries, reduce vehicle traffic and enable sustainable last-mile movements in the district, subject to their acceptability on the local and strategic road networks and local communities.

⁴⁷ Department for Transport, UK Transport Decarbonisation Plan, 2021. Available at: <https://www.gov.uk/government/publications/transport-decarbonisation-plan>

Environment

Introduction

9.100 It is important that development within Uttlesford protects, maintains and enhances the special characteristics of the built and natural environment, to ensure development is sustainable in the long term, and that Uttlesford remains an attractive place for people to live, work and to visit. The Local Plan can help shape a positive future for Uttlesford by:

- ensuring the sustainable use of water
- supporting the sustainable treatment of waste
- supporting increased biodiversity and providing protection for valuable habitats, and
- preventing disturbance or harm from pollution and contamination

9.101 The Local Plan policies take account of the Council's Green and Blue Infrastructure (GBI) strategy and the Landscape Character Assessment, to ensure that the protection and enhancement of the environment is at the centre of the strategy.

Managing Waste

9.102 The Government's Resources and Waste Strategy (2018) sets out the national commitment that by 2050 no waste shall be sent to landfill, eliminating avoidable waste, including from construction and demolition. Around half of all waste relates to construction although much is recovered from concrete, brick and asphalt. Reusing construction waste will lower the embodied carbon footprint and contribute to the 'circular economy' by minimizing the residual waste. Applied to the development industry this means that buildings must be adaptable so that they can be reused, extended, re-modelled and converted. This approach reduces the need for raw materials and the manufacture of new building components.

9.103 The waste hierarchy minimises the volume of waste generated, regarding waste as a resource to re-use or recycle, with disposal as the last option. Developments therefore should be designed to reduce construction waste and maximise the reuse and recycling of materials. Schemes should be designed for future occupants to maximise recycling and reduce waste with waste storage capacity as an integral design element. Proposals that explore the potential to produce energy from waste are encouraged. This is reflected in the Essex Minerals Local Plan (2014) and Essex and Southend-on-Sea Waste Plan (2017) that are under review⁴⁸.

9.104 It is therefore important that developers should practice:

- i. responsible sourcing of materials from lawful, certified sources through environmental management systems and custody schemes such as the sourcing of timber accredited by the Forestry Stewardship Council (FSC), or the Programme for the Endorsement of Forest Certification (PEFC)

⁴⁸ Essex County Council, Minerals and Waste Development Scheme, 2019, Available at: <https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/minerals-and-waste-planning-policy>

- ii. maximising use of local supply chains in the sourcing/reuse/recycling of materials and waste, and ensuring that all good quality topsoil and subsoil is reused in green infrastructure and landscaping, or on sites allocated for carbon sequestration or carbon off-setting
- iii. using secondary materials, reclaiming and reusing material arising from the demolition and site preparation
- iv. reducing embodied carbon impact of materials e.g., to achieve an area-weighted rating of A or B as defined in the Building Research Establishment (BRE) Green Guide to Specification
- v. designing the integration of facilities for domestic and business waste recycling into the layout of the scheme and buildings
- vi. exploring the use of new energy recovery facilities, and
- vii. using materials that represent a lower risk to the health of construction workers and occupants e.g., materials with zero or low volatile organic compound (VOC) levels, to be addressed in the Health Impact Assessment.

9.105 During construction, development must minimise levels of noise, vibration, artificial light, odour, air quality, fumes, and dust pollution. Developers are expected to sign up to the Considerate Contractors Scheme, or satisfy the UDC/the District Council that they are signatories to an equivalent or superior scheme', to minimise impact on amenity in the area, regarding the routing, timing, and frequency of heavy goods vehicle movements and working with nearby contractors to co-ordinate the timings of works, deliveries, routes, and location of equipment to reduce cumulative impact.

Core Policy 34: Managing Waste

To help meet waste reduction and recycling targets, the Local Planning Authority will support proposals for sustainable waste management facilities as identified in the Essex Minerals Local Plan (2014) and Essex and Southend-on-Sea Waste Local Plan (2017), or their replacements, and which minimize impacts on the communities living close to the sites through noise, pollution, traffic and on the local environment and landscape.

Proposals for new development must include adequate recycling facilities to allow occupiers to separate and store waste for recycling and recovery, preferably within the premises of the dwelling, or provide adequate, secure, external or communal storage facilities. Convenient and safe access to manage waste must be provided and the needs for older persons or persons with disabilities to effect convenient and safe access to waste management should be addressed in the design.

Proposals should demonstrate high quality design solutions to minimise the adverse visual impact of waste facilities and comply with the Uttlesford Design Code⁴⁹ criteria as appropriate.

A Waste Management Plan should be submitted for Major development proposals setting out how the above requirements have been met.

Water Resources

9.106 Climate change is placing pressure on water resources, increasing the potential for a supply-demand deficit, and for environmental damage from over abstraction of water resources. Furthermore, managing water supply and disposal are activities which have a carbon impact and reducing water at all stages in the artificial water cycle will be of value. Water UK estimate that the carbon footprint of one litre of mains treated

⁴⁹ UDC, Uttlesford Design Code, 2023. Available at: [REDACTED]

domestic water is 0.79g/CO₂/l⁵⁰. Water use in the Uttlesford area is relatively high at around 161.27 litres per person per day (l/p/d) for existing customers, compared to a national average of 147 l/p/d and 121.92 and 126.19 in the East and Southeast Affinity Regions with higher levels of metering⁵¹. Consultants, JBA, carried out the Uttlesford Water Cycle Study Phase 1 (WCS) in co-operation with the water companies, the Environment Agency (EA) and information from the neighbouring Local Planning Authorities, which has informed the preparation of this Plan⁵².

- 9.107 Building Regulations offer a standard beyond the mandatory 125l/p/day of 110l/p/d where there is local stress⁵³. The Affinity Water supply region that is classified as being an area of serious water stress⁵⁴. Therefore, policies to reduce water demand from new developments should go further and help to achieve 'water neutrality', although the behaviour of occupiers can also affect water efficiency, e.g., residents replacing low flow devices with those with higher flows. The application of additional conservation measures such as rainwater harvesting, and potentially grey water recycling, can help to mitigate the reduction in water efficiency in new dwellings post construction, and developers are encouraged to explore these options.
- 9.108 The Council's Water Cycle Study (WCS) was commissioned to identify any issues with the provision of waste and potable water services to maintain an adequate water supply, foul drainage and wastewater treatment to accommodate growth in the district. The baseline study established that wastewater treatment capacity can be provided wherever it is required in the district, however if there are any developments proposed where there are currently none, new sewer infrastructure would be required.
- 9.109 The water companies are required to undertake measures to reduce and to minimise the use of potable water and are working with the Environment Agency to reduce the abstraction of water from groundwater. Water supply services are provided by Affinity Water. Several Environment Agency designated main rivers flow through Uttlesford: the Rivers Cam, Stort, Roding, Can, Chelmer, Ter, Pant and Pincey Brook (Figure 9.1). It is important that new development does not result in an unsustainable increase in water abstraction and that water demand in new homes is minimised. This helps achieve Water Neutrality: offsetting the demand from new homes by improving efficiency in existing buildings. In order to achieve this, new development must be subject to planning policy which aims for houses and businesses to be built to high standards of water efficiency through the use of water efficient fixtures and fittings, or rainwater harvesting and greywater recycling.

⁵⁰ ADD REFERENCE

⁵¹ ADD REFERENCE

⁵² JBA, Uttlesford Water Cycle Study Phase 1, Available at: ADD REFERENCE

⁵³ The Building Regulations (2010) Part G Sanitation, hot water safety and water efficiency, 2015 edition with 2016 amendments. HM Government (2016).

⁵⁴ The Environment Agency defines areas for water stress as where (i) the current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand; or (ii) the future household demand for water is likely to be a high proportion of the effective rainfall available to meet that demand

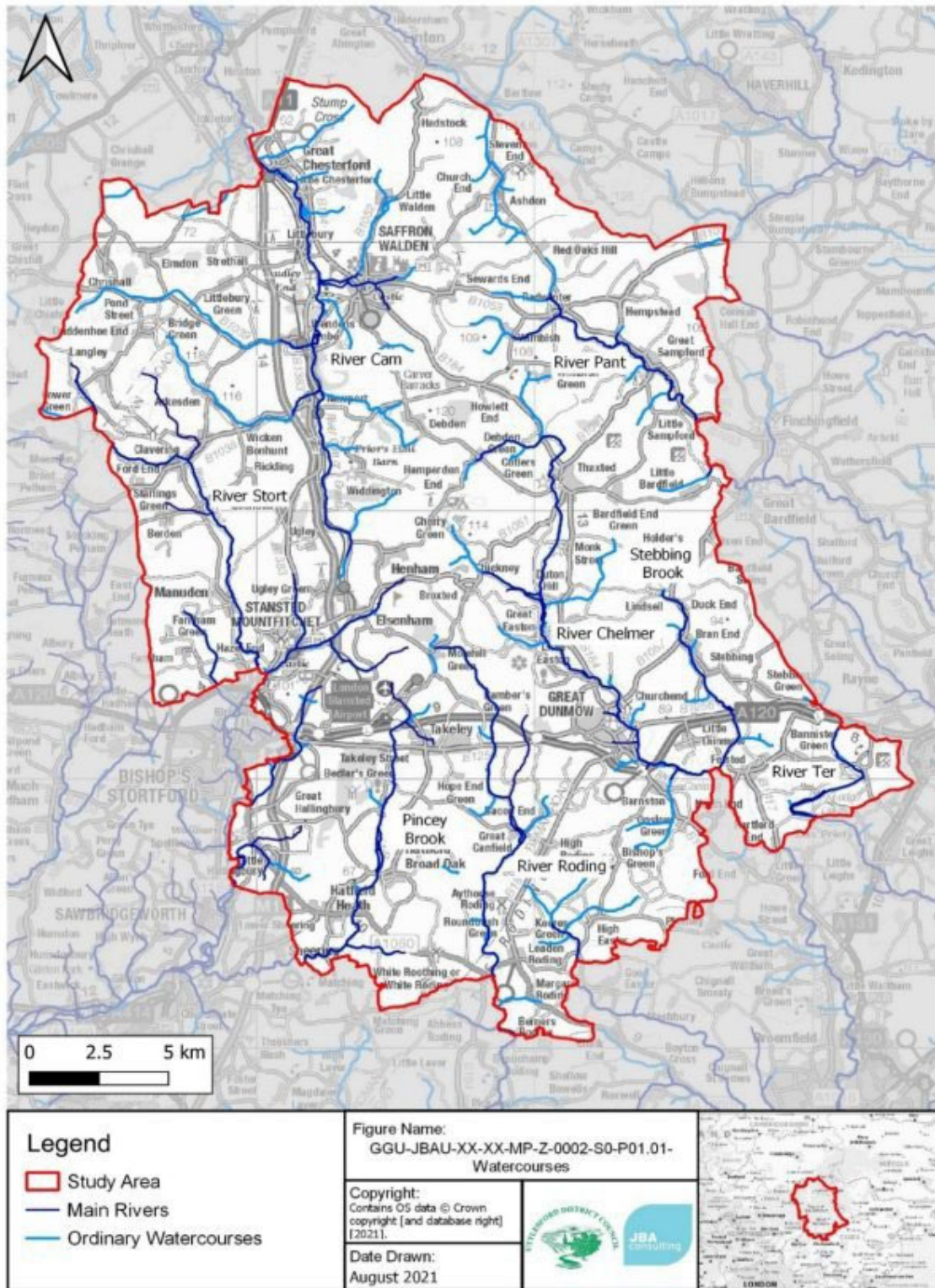


Figure 9.1: The river and watercourse basins in Uttlesford.

Core Policy 35: Water Supply and Protection of Water Resources

Development proposals should demonstrate how they contribute positively towards achieving 'good' status under the Water Framework Directive for surface and ground waterbodies. Development must not lead to a reduction in groundwater levels or reduced flows in any water courses including the chalk streams.

All development proposals should demonstrate how they incorporate water efficiency measures to minimise consumption of water; protect and enhance water quality; and protect water resources. All new residential development that achieves at least the water efficiency of 110 litres per person per day described in the Building Regulations G2 will be supported. A standard of no more than 90l/p/d must be achieved in the sensitive chalk stream catchments.

Development proposals must make appropriate provision for water recycling and should be designed to incorporate appropriate future proofing and best practice techniques. Proposed use of hard surfacing must be permeable and development proposals should include rainwater re-use and collection mechanisms such as green roofs/walls, rainwater gardens and in residential proposals water collection and recycling facilities such as a rainwater butt.

Development should demonstrate that it will not cause contamination of groundwater, particularly in the Chalk Protection Zones, or contamination of surface water. If there is the potential for contamination the developer should submit details of effective safeguards which must be implemented prior to development commencing to prevent deterioration in current water standards.

Planning proposals which increase the demand for off-site water and sewage service infrastructure will only be granted permission where sufficient infrastructure capacity exists, or where they can demonstrate that extra capacity will be provided in time to serve the new development prior to first occupation.

Chalk Streams

- 9.110 Chalk streams are a rare and valuable habitat and 85% of the world's chalk streams are in England with 29% of these being in East Anglia⁵⁵. In their natural state, chalk streams are clear, with little sediment, low nutrient levels and stable temperatures of around 10-11°C at the spring sources. They derive most flow from chalk-fed groundwater, namely chalk aquifers of underground water that are replenished when it rains. Chalk streams are a vital water resource for humans and nature. The constant temperature at source and alkaline (ph) level of the water supports unique ecosystems. However, over-abstraction of the chalk aquifer has resulted in sections of these chalk streams becoming dry in periods of Low rainfall.
- 9.111 Seventeen water courses run through Uttlesford with many river tributaries originating within the district. Of these, none were assessed in the 2019 assessment⁵⁶ as being in 'good' ecological health, by the Environment Agency. Thirteen were assessed as moderate, three as 'poor' and one as 'bad'. In all cases, chemical pollution was the main reason for suboptimal condition. Three of the watercourses with the worst pollution assessment feed directly into Chalk Stream habitat.

⁵⁵ Defra, Delivering Clean and Plentiful Water, 2023. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1164375/plan_for_water.pdf.

⁵⁶ Environment Agency publish data every six years. Available at: <https://www.data.gov.uk/dataset/41cb73a1-91b7-4a36-80f4-b4c6e102651a/wfd-classification-status-cycle-2>

- 9.112 Some stretches of these watercourses do not meet the 'Good' Water Framework Directive standards due largely to groundwater and surface water abstractions. Large parts of Affinity Water's supply area contain chalk streams but there is insufficient water to permit more to be abstracted. Furthermore, low river flow can exacerbate water quality issues by increasing the concentration of pollutants. The River Cam has a 'Poor' status under the Water Framework Directive due to surface water abstraction for agriculture, and groundwater abstraction from agriculture and the water industry. The River Stort has a 'Moderate' status due to pollution from Wastewater Treatment Works (WwTW) and agricultural runoff. Elsewhere, the ecology and water availability have been affected by sections of chalk streams being straightened, deepened and widened.
- 9.113 Chalk-stream ecological health depends on water quantity and the naturalness of the flow, water quality, the physical shape of the river and biological factors. Restoration measures include restoring natural flows, floodplain reconnection, channel realignment, reconnecting rivers to groundwater, removal of barriers to fish passage, and the rewilding of degraded rivers. The protection of chalk streams involves changes to how water is abstracted, stored and managed, reducing abstractions and potentially bringing in supplies from elsewhere. WwTWs' phosphorus discharge and roads are the primary pathway of sediment to chalk streams. It is proposed in the wider Cambridgeshire area to work with multiple partners and cross-boundary working to develop a chalk streams strategy and for it to become a material consideration for planning.
- 9.114 Population growth and new housing are increasing pressure on chalk streams by changes in land use, demand for water, water quality and habitat loss. To reduce the impact of development, adequate infrastructure should be in place to ensure there is no increase in unsustainable abstraction or overloading of the sewer network or sewage treatment infrastructure. Mitigation responses include Buffer strips precluding development alongside chalk streams; SuDS maintenance standards; water-efficiency standards.
- 9.115 There is considerable potential for chalk stream areas to be sites for Biodiversity Net Gain and for inclusion in Nature Recovery Networks and the Local Nature Recovery Strategy, or in response to an off-site requirement for biodiversity net gain or carbon offsetting from elsewhere. The chalk streams and riparian areas are suitable locations subject to a design and planting plan and suitable environmental works that demonstrate sensitivity towards the ecology of the stream and environs. Such a scheme will be welcomed in accordance with the requirements of **Core Policy 23: Net Zero Operational Carbon Development** and **Core Policy 39: Biodiversity**.

Core Policy 36: Chalk Streams Protection and Enhancement

To help protect the ecology and water quality of chalk streams a designated area is proposed for stretches of the chalk streams (Rivers Stort, Chelmer, Pant and Cam)

comprising 15m buffers from the top of the banks on either side (as shown by the **Policies Map and Appendix 8**). Within this riparian buffer zone, no development will be permitted apart from domestic extensions, soft landscaping and small amenity areas. Developers should submit details for approval of and provide a vegetative buffer zone to protect the banks.

All development proposals within the river basin or floodplain of a chalk stream must provide a Chalk Stream Impact study that sets out:

- v. implications for water resources and sewerage systems and impact on the chalk stream
- vi. an assessment of impact on groundwater hydrology and flow into chalk streams
- vii. impact on ecology of chalk stream itself and within the buffer zone
- viii. assessment and mitigation or restoration measures for any potential pollution arising from the construction process, building materials and proposed land use, and
 - assessment of potential pollutants and their capacity to enter chalk stream groundwater/flow.

Planning approval will be contingent on adequate water supply and treatment infrastructure being in place with no additional burden on chalk aquifer abstraction or ecology. To achieve this, developers are expected to contribute proportionate costs and mitigation of addressing any potential impacts.

Within the area of the chalk aquifer development proposals are restricted to installing water supplies to homes to permit a maximum water volume of 90l/p/d as set out in **Core Policy 35: Water Supply and Protection of Water Resources**.

The Natural Environment

- 9.116 The Council's strategy seeks to protect and enhance biodiversity within the district, facilitated in part, through partnership working with the Essex Biodiversity Project and the Essex Wildlife Trust, and through controls on development to reduce potential impacts on sites, which may have importance for biodiversity.
- 9.117 Uttlesford has a range of important sites and habitats for biodiversity, recognised through designations, from national to local importance. Sites of Biodiversity or Geological Importance are identified on the Policies Map and shown by **Appendix 9** and these represent a tiered network for the conservation of biodiversity and geodiversity within the district. There are no European or internationally designated wildlife sites in Uttlesford, but there are examples of these sites in neighbouring districts. The Council has therefore taken account of the impact of development in Uttlesford on these sites through its Habitats Regulations Assessment⁵⁷.
- 9.118 Important sites within Uttlesford include the statutorily protected national designations (Sites of Special Scientific Interest (SSSIs) and the non-statutorily protected Local Nature Reserves and County Wildlife Sites. Sites with protected species, important habitats and sites which are important for their historic landscape interest will be protected and where possible enhanced.
- 9.119 There are 14 nationally designated sites located in Uttlesford made up of 12 Sites of Special Scientific Interest (SSSI) and 2 National Nature Reserves (NNR).

⁵⁷ UDC, Habitats Regulations Assessment, 2023. Available at: <https://www.uttlesford.gov.uk/localplanningevidence>

- 9.120 There are 280 locally important nature conservation areas which are designated as Local Wildlife Sites (LoWS). Many of these are ancient woodlands but there are also good examples of grassland habitats. There are 42 special roadside verges which are protected for their flora in addition to 9 existing and 31 proposed Local Geological Sites (LoGS) which range in size from single erratic boulders to quarries. All of these sites are identified on the Policies Map and shown by **Appendix 10**.
- 9.121 SSSI and NNRs have a high degree of protection from development because the type and/ or quality of habitat means it is unlikely that it can be replaced elsewhere, or its loss compensated for. Locally designated sites also make a significant contribution to the biodiversity, geodiversity and green infrastructure of the district. Because there are many of them and they are distributed across the district they act as a network of sites allowing the movement of wildlife between sites as well as creating the distinctive landscape character of Uttlesford of woodland, verges and greens and water bodies.
- 9.122 Developments that can make a positive contribution to the network of protected sites by habitat creation, expansion or connection will be positively considered, especially where this contributes to the Essex Wildlife Trust Living Landscape Initiative, the Local Nature Recovery Strategy, the Green and Blue Infrastructure Strategy. Advice on incorporating biodiversity in developments can be found on the Essex Biodiversity Project website⁵⁸.
- 9.123 Development proposals with water edge frontages including rivers, streams, lakes, and ponds should make provision for ecological buffer strips of dimensions according to recognised best practice, with a view to protecting and where appropriate enhancing water dependent habitats and species.
- 9.124 Where development proposals will be carried out on land with a watercourse currently culverted, opportunities for de-culverting and restoration to an open watercourse should be sought as a means of creating blue infrastructure and enhancing the development site.
- 9.125 An ecological survey and impact assessment will be required for any development affecting or with the potential to affect:
- i. a national or locally designated site
 - ii. protected species
 - iii. species on the species of conservation concern of threatened species, and
 - iv. habitats with potential to support protected species or species of conservation concern, and
 - v. Natural England Priority Habitats/ Expansion Zones.
- 9.126 Ecological surveys and impact assessments must be carried out by a suitably qualified person with appropriate professional accreditation and competencies. Field surveys must be conducted at a suitable time for the species, according to current best practice. Further information can be obtained from the Natural England Standing Advice for Protected Species.

Hatfield Forest

⁵⁸ Available at: 

- 9.127 Hatfield Forest is the district's largest SSSI, at 403 ha, and is also a National Nature Reserve. Hatfield Forest is a medieval hunting forest of mixed deciduous woodland and parkland and extends beyond the SSSI designation. The forest encompasses Priority Ancient Woodland, Woodpasture & Parkland, and Lowland Meadow Habitats and supports protected species including bats and badgers. It provides an important recreation resource to the residents of Uttlesford and is a strategic area of green infrastructure which is important to protect. Hatfield Forest faces existing pressure from visitors, particularly in the winter months when paths in the forest can be damaged and habitat loss has occurred. Any increase in visitor numbers therefore needs to be carefully managed to minimise harmful impact on the forest.
- 9.128 Natural England and the National Trust have developed a Mitigation Strategy outlining a package of on-site Strategic Access Management Measures (SAMM) to protect and restore the condition of Hatfield Forest. New housing development within the Hatfield Forest Zone of Influence (ZoI) will be required to contribute to the Hatfield Forest SAMM to mitigate the recreational impact, as shown on the Policies Map and in **Appendix 11**.

Protection of wildlife habitat sites on the Essex Coast

- 9.129 Residents of Uttlesford have access to protected wildlife habitats in the vicinity of the Essex Coast, for recreation. The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) Supplementary Planning Document (May 2020) was adopted by the Council in September 2020. Net additional dwellings within the zone of influence, as shown on the Policies Map and within **Appendix 11**, are required to pay the Essex Coast RAMS Tariff in accordance with the Supplementary Planning Document (SPD). The tariff is due for all permissions outlined in the SPD, including net additional dwellings granted through both permitted development and planning consent. Usage of the wildlife sites, including by Uttlesford residents, will be monitored through visitor surveys. For Uttlesford, the zone of Influence relates to the Blackwater Estuary SPA and Ramsar. However, the zone of influence related to the different wildlife habitats may be updated in the future, according to usage.

Core Policy 37: The Natural Environment

Development proposals will be supported where they protect and enhance sites internationally, nationally and/ or locally designated for their importance to nature conservation, ecological or geological value as well as non-designated sites of ecological or geological value. An ecological survey will be required to be submitted with the application if the development site affects or has the potential to affect any of the following:

- an internationally designated site, for example Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site

The highest level of protection will be given to European Sites. Development will not be permitted unless it will not adversely affect the integrity of a European site, either alone or in combination with other development. Proposals having a harmful impact on the integrity of European Sites that cannot be avoided or adequately mitigated will not be permitted other than in exceptional circumstances where there are no suitable alternatives and there are imperative reasons of overriding public interest. Compensation would then be required.

Essex Coast Recreational Disturbance Mitigation

Contributions will be secured from development towards mitigation in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMS Supplementary Planning Document 2020. The Essex Coast RAMS tariff will be applied to net additional dwellings, within the zone of influence, as shown on the Policies Map and **Appendix 11**, including Permitted Development which is required to comply with the Habitats Regulations.

- i. a nationally designated site; for example: SSSI's & National Nature Reserves
- ii. locally Designated Sites; for example: Local Wildlife Sites
- iii. priority habitats, and
- iv. protected species:
 - a. species on the Red Data List of threatened species
 - b. habitats suitable for protected species or species on the Red Data List.

A biosecurity protocol method statement will be required for all development proposals where there is potential to impact sites protected for biodiversity importance to ensure the introduction of invasive non-native species of both flora and fauna is prevented.

Development proposals which would result in significant harm to a biodiversity or geodiversity interest will only be considered for approval after alternative sites that would result in less or no harm have been assessed and discounted. In the absence of alternative available sites development proposals must include adequate mitigation measures. Where harm cannot be prevented or adequately mitigated against, appropriate compensation measures will be sought.

To ensure that mitigation or compensation measures take place, which may include Biodiversity Offsetting, these will be secured by conditions or planning obligations upon any approval that may be granted and will need to include financial support for continued maintenance.

If significant harm to biodiversity or geodiversity cannot be adequately mitigated against, or compensated for, permission will be refused. The design of development should incorporate measures to improve the biodiversity or geodiversity value of the development site.

Such measures should include making a contribution to the network of biodiversity sites, including open spaces and green infrastructure and water bodies which make links between habitats and support wildlife. Measures should also attempt to link wildlife habitats together, improving access to, between and across them.

These measures will be secured by condition or planning obligations upon any approval that may be granted and may need to include a biodiversity management plan and financial support for continued maintenance.

Measures to enhance biodiversity should be designed so as not to increase the risk from bird strike* to the operation of aircraft at London Stansted Airport; where appropriate the implementation of a bird hazard management plan will be secured by condition or planning obligation.

Protection of Hatfield Forest: Where appropriate, within the identified areas as shown on the Policies Map and **Appendix 11**, contributions from proposed residential developments will be secured towards recreational mitigation measures and Priority Habitat enhancement/ connectivity at Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

Protection of Priority Habitats: Development resulting in the loss or deterioration of irreplaceable habitats, according to the latest Defra Biodiversity Metric, will be refused, save for where exceptional circumstances are demonstrated and appropriate mitigation and compensation is provided, including but not limited to:

- i. Ancient Woodland
- ii. Coastal and Floodplain Grazing Marsh
- iii. Lowland Meadows
- iv. Chalk Rivers/ Streams
- v. Ancient or Veteran Trees

Green and Blue Infrastructure (GBI) Strategy

- 9.130 In order to integrate the overriding objective to protect and enhance the natural environment and to provide for amenity needs for new and existing residents, the Council commissioned a Green and Blue Infrastructure (GBI) strategy.⁵⁹ This refers to the network of green and water-related spaces in the district, their protection, enhancement and extension, and has informed relevant policies in the Local Plan. The GBI elements themselves are important as well as the linkages between them, both for nature and for human use and enjoyment. This GBI or 'natural capital' is recognised as fundamentally important in providing considerable value to our communities and new developments through regulating the quality of the environment, providing materials and non-material amenity benefits, described also as "ecosystem services" in the UK's Planning Practice Guidance 2023⁶⁰.
- 9.131 The essential purpose of the GBI is to deliver multiple functions – for wildlife, bee pollination, human use and climate cooling, water ecology and so on.
- 9.132 The GBI Strategy identifies a series of priority projects. More detail for these is identified in the Area Strategies where development will be expected to contribute towards helping to bring these forward. Furthermore, our proposed allocations will be expected to make significant contributions to delivering GBI as part of the emerging masterplans for these sites and as also specified in the Site Development Templates (**Appendices 2 to 4**).

Core Policy 38: Green and Blue Infrastructure

Green and Blue Infrastructure plays an integral role in making the district sustainable, healthy and attractive and in helping to meet Local Plan objectives. All development should adopt an approach that is environment and landscape-led so as to maximise the beneficial provision of green and blue infrastructure for people and nature.

In planning for major developments, priority will be given to the role of GBI in responding to climate change, managing flood risk, protecting and enhancing heritage assets, supporting sustainable transport options, supporting biodiversity and the natural environment, and ensuring open space for sports and recreation is secured for the community.

All major developments must:

⁵⁹ Add reference when available, 2023

⁶⁰ Department for Levelling Up, Housing and Communities, 2023. Planning Practice Guidance: <https://www.gov.uk/government/collections/planning-practice-guidance>

- i. demonstrably take a green and blue infrastructure design-led approach to development schemes, and utilise Uttlesford's green and blue Infrastructure design checklist, to ensure green infrastructure is considered and well-integrated into developments at the earliest stages
- ii. ensure green and blue infrastructure is multi-functional, accessible to all and designed to meet local needs, taking into account the views of key stakeholders
- iii. avoid the loss and fragmentation of existing green and blue infrastructure networks, including within the built environment. Existing landscape features, watercourses and habitats should be integrated into development, and green and blue infrastructure proposals must identify opportunities to maximise their quality and achieve biodiversity net gain. Development proposals must protect and enhance sites that form part of the existing green and blue infrastructure (GBI) network as well as associated landscape heritage features
- iv. where relevant, demonstrate how the appropriate use and permanence of the Green Belt will be maintained and enhanced by existing and new GBI on-site
- v. development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodland or chalk streams and riparian ecology will be refused
- vi. integrate Sustainable (urban) Drainage Systems (SuDs) into the development, as appropriate, ensuring they are designed to have multi-functional benefits for biodiversity, recreation and aesthetic value
- vii. consider connectivity as a core principle of green and blue infrastructure, integrating active travel and recreational routes that connect with open space and meet accessibility, quantity and quality standards for all users, including connections to existing communities, facilities and services. Appropriate greening should be integrated into these routes, providing and improving connections to adjacent habitat networks especially where this would contribute to wider nature recovery, and
- viii. protect existing trees and hedgerows during and after development and where proposed development might affect trees an accurate assessment by a competent arboriculturist should be undertaken and protective measures put in place. Opportunities should be maximised for increasing tree cover through new planting. New canopy should provide a mix of species to include orchard and fruiting trees that are resilient to pests, diseases and climate change and support biodiversity.

All proposals for green and blue infrastructure should be checked against the design checklist in the Uttlesford Green and Blue Infrastructure Strategy and relevant sections of the Uttlesford's Design Code, together with Biodiversity Net Gain Guidance, the Council's Open Space Strategy⁶¹ and the LNRS.

Development proposals for major developments must be accompanied by an acceptable GBI Plan for the site in accordance with the GBIS, and the Master Plan for the site in accordance with the relevant Area Strategy. This should include stewardship arrangements for not less than 30 years to cover maintenance, management and funding arrangements.

An endowment sum should be provided to contribute to the maintenance of the GBI and/or a revenue contribution depending in the nature of the proposed GBI element, to be secured through section 106.

Contributions towards local green infrastructure projects as set out in the Strategy will be sought where they are related to the development or where they mitigate the impacts of new development.

⁶¹ These are not yet available so shall we are out this reference included as per LUC advice?

Biodiversity

- 9.133 Biodiversity is integral to sustainable development and to health and wellbeing. The protection of the natural environment is a core objective of the Local Plan and an essential component of the measures to mitigate climate change. The protection of soil from a biodiversity perspective is also increasingly important in agricultural areas. Development which would disturb or damage any soils of high environmental value will not be acceptable.
- 9.134 The Council will support measures for the creation, restoration, retention, protection and extension of biodiversity areas as this applies to woodland, watercourses, grassland or other priority habitats in the district. The creation of new wetland area, restoration of a natural water course with appropriate 10m minimum buffers, riparian planting, and encouragement of aquatic species are all supported. Smaller scale provision is useful too. New homes should include bat, swift and bird boxes integrated into the fabric of the building, green roofs and walls as appropriate, insect pollinator and hedgehog permeable fencing as well as making provision for protected species such as badgers' pathways and both terrestrial and aquatic habitats for great crested newts.
- 9.135 The management of natural areas and newly created sites to be an integral part of the development will require an endowment or some other means to support maintenance and longer-term future. The stewardship arrangement should be discussed with the local planning authority at the earliest date since it may affect the design and nature of proposals for the natural environment and biodiversity net gain requirements on the site.
- 9.136 The Environment Act (2021) has introduced a mandatory approach to supporting biodiversity through development from November 2023: Biodiversity Net Gain⁶². Where development impacts on biodiversity the development proposal must demonstrate an increase in natural habitat and ecology over and above that affected, using the most recent Defra Biodiversity Metric⁶³ to achieve a minimum increase of 10%. Uttlesford's evolving Biodiversity Net Gain strategy⁶⁴ should be referred to for further detail. Biodiversity Net Gain can be viewed as a mechanism within the planning system to help work towards better environmental protection and sustainable development as well as an opportunity to invest in the Environment, beyond the previous 'no net loss' approach. However there remains strong pressure for development in the district with its range of vulnerable natural and semi natural habitats, and chalk steams. Unplanned development consents fragment ecological pathways and without a specific measure to encourage connectivity and ecological corridors, development can impact on the quality and viability of habitats and species. Environmental degradation through modern farming methods, runoff from fields into rivers and from roads into (protected) grass verges, loss of hedgerows and new greenfield development have lowered the value of biodiversity in the district and give considerable scope for improvement beyond 20% in many areas.
- 9.137 The most expensive part of providing BNG is in setting up the process and/or site itself. The Natural England Study (Vivid Economics June 2018) concluded that

⁶² UK, The Environment Act, 2021. Available at:
<https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>

⁶³ Natural England, Biodiversity Metric 4.0, 2023. Available at:

⁶⁴ UDC, Biodiversity Net Gain Advice. Available at:
<https://www.uttlesford.gov.uk/article/7344/Biodiversity-net-gain>

financial viability overall was not impacted by BNG up to 20%, and nor on the level of affordable housing. Indeed, now the requirement is in place alongside local policy, any additional cost will be borne by the land-owner and land value.

Core Policy 39: Biodiversity

All development proposals must conserve and enhance networks of habitats, species and sites, including the promotion of connections outside the immediate site boundary, and as otherwise in accordance with the Green and Blue Infrastructure strategy or the local GBI Plan for the Area Strategy sites.

Planning consent will be refused where there is a potential loss or deterioration of protected or rare habitats or areas without adequate mitigation measure such as proposed access and management arrangement or provision of new or enhanced habitats as agreed with Local Planning authority.

Development will be required to demonstrate a minimum of 20% net gain in biodiversity (measured using the DEFRA biodiversity metric 3.1 or successor) by protecting, enhancing or creating sites of greater biodiversity or geological value and improved soils. In situations where this is not considered appropriate then the justification must be clearly set out and alternative arrangements, for example off-site mitigation or financial contribution, to be made.

All major applications should be accompanied by a Biodiversity Net Gain Assessment and Ecological Enhancement Scheme, setting out how the site will be improved and maintained over a thirty-year period. Delivery of biodiversity net gain should follow the mitigation hierarchy with gains delivered on site as primary preference.

Where the required delivery of biodiversity net gain is not possible on site, gain should be delivered as close as possible on projects identified in the Green and Blue Infrastructure Strategy or as identified in the County's emerging Nature Recovery Network.

Landscape Character

- 9.138 As set out in **Chapter 4: Spatial Strategy**, the strategy for the rural areas in Uttlesford is to promote a sustainable rural economy and to address any issues of rural deprivation while at the same time protecting the important countryside assets including agricultural land, historic and landscape features and biodiversity.
- 9.139 The district is made up of three landscape types. Much of the district is characterised by gently rolling farmland plateau landscapes crossed by river and stream valleys. This is an open landscape of medium to large arable fields but well wooded in places. The open nature of the landscape provides long distance views across the farmland landscape and the higher areas are particularly sensitive to change.
- 9.140 There are four river valley landscapes in Uttlesford centred on the Rivers Cam, Stort, Pant and Upper Chelmer. The valleys have flat or gently undulating valley floors and are served by several tributaries. The open skyline at the top of the valley slopes is particularly sensitive to change, as are the more intimate views between the lower slopes and the valley floor. The North-West corner of the district is characterised by chalk uplands which are rolling landscapes of broad round back ridges. They are characterised by expansive arable farmland providing panoramic views. The open nature of the skyline of the chalk ridge tops is particularly sensitive to change. Each of these Landscape Character Types can be subdivided into Landscape Character Areas and 26 of these areas have been identified in Uttlesford. Detailed profiles of

the Landscape Character Areas setting out the natural, cultural and visual characteristics, sensitivities to change and Landscape guidelines are set out in the Landscape Character Assessment for Uttlesford (2023)⁶⁵.

Core Policy 40: Landscape Character

Development proposals will be expected to preserve the character and appearance of the landscape, the nature and physical appearance of ancient landscapes, or geological sites of importance through the restoration, management and enhancement of existing areas, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

Development will be expected to respect and enhance local landscape character, particularly in settlement edge locations, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:

- i. cause an unacceptable visual intrusion into the open countryside
- ii. be inconsistent with local character
- iii. introduce disturbances to areas with a high level of tranquillity
- iv. cause coalescence between settlements
- v. harm views to distant landmarks and landscapes of interest
- vi. harm the setting of natural and built landmark features, and
- vii. reduce the historic significance of the landscapes.

All major development proposals must be supported by a Landscape and Visual Impact Assessment. Smaller development proposals may also require an assessment to be submitted if deemed appropriate, having regard to the type, scale, location and design of the proposed development.

Environmental Protection

9.141 New development can have a negative impact on the environment and property through its potential to pollute. Furthermore, opportunities for new development, particularly on previously developed land, can be constrained by existing pollution issues. The overall aim of environmental protection policies is to ensure the sustainable and beneficial use of land. Within this aim, polluting activities that are necessary for society and the economy should be minimised and subject to appropriate controls to reduce their adverse effects and contain them within acceptable limits. There is already legislation and policy in place to help control pollution, including the Environment Act 1995⁶⁶, which gives the Environment Agency and local authorities' powers to control pollution, and address contaminated land including ways to deal with cumulative impacts of development.

Pollution

9.142 The planning system plays a vital role in making sure all new development takes into account pollution levels and ways to minimise these. Pollution can come from many sources, including light, noise, air, odour and vibrations, all of which can have a

⁶⁵ UDC, Landscape Character Assessment for Uttlesford, 2023. Available at: <https://www.uttlesford.gov.uk/localplanningevidence>

⁶⁶ UK, The Environment Act 1995, as amended, Available at: <https://www.legislation.gov.uk/ukpga/1995/25/contents>

damaging effect on the local environment, amenities and health and well-being of residents and visitors.

- 9.143 All development will be assessed on the level of pollution it would generate and the effect it would have on the surrounding area including the natural and historic environment. The Council will expect the development to mitigate any negative effects caused and also take into account any controls and mitigation measures that could reasonably be imposed by condition e.g. hours of operation.
- 9.144 Adverse effects must be carefully considered in the assessment of any planning application and can be the basis for the refusal of an application if not adequately addressed. Developers are encouraged to have pre-application discussions with the Council to be advised on the specific requirements. Assessments should:
- identify the sensitive receptor(s) which may be affected by the proposed development, including residents, businesses, land users and sensitive environmental assets,
 - consider the potential for cumulative impacts with other existing or approved development, and
 - demonstrate the measures which would be implemented to ensure adverse impacts would be avoided at source, or where this is not possible, outline the proposed management and mitigation measures to reduce effects to an acceptable level; and identify the significance of any residual effects.
- 9.145 When considering development proposals, the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment. Contamination is not, however, restricted to previously developed land but it can also occur on greenfield sites and it can arise from natural sources as well as from human activities. Developers should undertake a preliminary risk assessment to identify any contamination on site. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.
- 9.146 Developers are expected to proactively monitor impacts and emissions to enable issues to be addressed swiftly. Close liaison with communities can support this approach, enabling feedback and dialogue on the need for and effectiveness of any mitigation measures.

Core Policy 41: Pollution and Contamination

The potential impacts of exposure to pollutants must be considered in locating development, during construction and in use.

Planning permission will not be granted where the development and uses would cause unacceptable risk to public health or safety, the environment, general amenity or existing uses due to the potential of vibration, odour, light pollution, pollution of surface/ ground water sources or land pollution and to occupiers of surrounding land uses or the historic and natural environment, unless the need for development is judged to outweigh the effects caused and the development includes mitigation measures to minimise the adverse effects.

Developments sensitive to pollutants will be permitted where the occupants and environment would not experience adverse impact, or the impact can be overcome by mitigation measures.

Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed in them. Development proposals that have not clearly demonstrated how noise and other nuisances will be mitigated and managed should not be permitted.

For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

- i. there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land, and
- ii. there will be no adverse impact on the quality of local groundwater or surface water.

Air Quality

9.147 Saffron Walden has included an Air Quality Management Area (AQMA) where some road junctions were a risk. However, this area no longer meets the criteria to be categorised as an AQMA and it is expected that the designation will be removed. Nonetheless, the Council will promote measures to improve air quality and will only support development if it would not prejudice achievement of the national air quality objectives and where possible, development should contribute towards improvements in air quality.

9.148 Poor air quality may be experienced alongside the M11 and the A120 in some instances and a zone 100 metres on either side of the central reservation of the M11 and a zone 25 metres either side of the centre of the A120 have been identified where development should be controlled. However, as both zones run through the countryside where there is limited opportunity for development, it is unlikely there will be many instances where development is proposed within these areas.

Core Policy 42: Air Quality

Development will not be permitted where it might lead to significant adverse effects on health, the environment or amenity from emissions to air. Applicants must have regard to relevant UDC Air Quality Technical Guidance⁶⁷ and are required to undertake an appropriate air quality assessment and to demonstrate that:

- i. there is no adverse effect on air quality in any AQMA from the development
- ii. pollution levels within any AQMA will not have a significant adverse effect on the proposed use/users
- iii. development has regard to relevant UDC Air Quality Technical Guidance

⁶⁷ UDC, Air Quality Technical Guidance, 2018. Available at: [https://www.uttlesford.gov.uk/media/8250/Air-Quality-Technical-Planning-Guidance-2018/pdf/Air Quality Technical Guidance .pdf?m=636652790533370000](https://www.uttlesford.gov.uk/media/8250/Air-Quality-Technical-Planning-Guidance-2018/pdf/Air%20Quality%20Technical%20Guidance%20.pdf?m=636652790533370000)

- iv. development within or affecting any Air Quality Management Area (AQMA) will also be expected to contribute to a reduction in levels of air pollutants within the AQMA
- v. development will not lead to an increase in emissions, degradation of air quality or increase in exposure to pollutants at or above the health-based air quality objective
- vi. any impacts on the proposed use from existing poor air quality are appropriately mitigated, and
- vii. the development promotes sustainable transport measures and use of low emission vehicles in order to reduce air quality impacts of vehicles.

Applicants shall, where appropriate prepare and submit with their application, a relevant assessment, taking into account the current guidance at the time of application.

Where development proposals would be subject to unacceptable air quality standards or would have an unacceptable impact on air quality standards they will be refused.

Where emissions from the proposed development approach EU Limit values or national objectives the applicant will need to assess the impact on local air quality by undertaking an appropriate air quality assessment. The assessment shall have regard to guidance current at the time of the application to show that the national objectives will still be achieved.

Noise

- 9.149 This policy aims to make sure 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. People's quality of life will be protected from unacceptable noise impacts by managing the relationship between noise sensitive development and noise sources. To achieve this development will be required to adhere to the noise standards identified within it.
- 9.150 Aircraft movements are a particular major source of noise in Uttlesford. London Stansted Airport Noise Strategy and Action Plan 2013-2018 (Building on a Sound Foundation) ⁶⁸sets out what controls there are on noise generated by departing and arriving aircraft (Sections 5.1 and 5.2). The Strategy also sets out what controls there are on aircraft noise generated by ground operations (Section 5.3) and what the night noise restrictions are (Section 5.4). The Action Plan will be reviewed and, if necessary, revised at least every five years and whenever a major development occurs affecting the noise situation.
- 9.151 The Civil Aviation Authority annually produces Noise Exposure Contours for London Stansted Airport which reflect each departure route and glide and are available on their website. Calculation of exposure to aircraft noise takes into account the level of use of each departure route and glide path, the number of aircraft movements on each path and aircraft type. Noise contours are calculated for each year, and can be provided for future scenarios using assumptions when required. Monitoring of aircraft noise will help to make sure that the policy continues to be applied to the most appropriate area. Noise sensitive developments include residential uses.
- 9.152 Wind energy developments can adversely impact on aerodromes, radar and other navigation systems used for air traffic control and aircraft instruments. In relation to ground based radar, the movement of wind turbine blades are a moving target for the

⁶⁸ Stansted Airport, Noise Action Plan 2019-2023, 2019. Available at:
[REDACTED]

radar beam. This can be mistaken for an aircraft or create clutter that can interfere with the radar systems ability to track aircraft near the wind energy development. A proliferation of wind energy developments can have cumulative adverse effects on the safety and efficiency of aircraft tracking, and ground-based radar when they are close to the line of sight of the radar. Hence new development must take into account flight paths and navigation considerations.

Core Policy 43: Noise

Proposals will be supported that will not result in an unacceptable risk to public health or safety, the environment, general amenity or existing users due to the potential of noise.

To reduce, manage and mitigate noise to improve health and quality of life, residential and other development proposals should manage noise in accordance with the following:

A. Noise Sensitive Development

Residential and other noise sensitive development will be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise impact from existing, temporary or future uses.

Noise sensitive uses proposed in areas that are exposed to noise at the Lowest Observed Adverse Effect Level (LOAEL) or the Significant Observed Adverse Effect Level (SOAEL) from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will be permitted where it can be demonstrated good acoustic design has been considered early in the planning process, and that all appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable.

Noise sensitive uses proposed in areas that are exposed to noise at the Unacceptable Adverse Effect level will not be permitted. For surface transport noise sources, the Unacceptable Adverse Effect Level is considered to occur where noise exposure is above 66dB LAeq,16hr (57dB LAeq,8hr at night).

For aviation transport sources the Unacceptable Adverse Effect is considered to occur where noise exposure is above 60dB LAeq,16hr.

B. Noise Generating Development

Noise generating development will be permitted where it can be demonstrated that nearby noise sensitive uses (as existing or planned) will not be exposed to noise impact that will adversely affect the amenity of existing and future users. Proposals will be acceptable in noise impact terms, and where required will, through good acoustic design, appropriately mitigate noise impacts through careful planning, layout and design. Noise Generating Development that would expose users of noise sensitive uses to Unacceptable Adverse Effect noise will not be permitted.

C. Noise Impact Assessment

A Noise Impact Assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure. The Noise Impact Assessment will:

- i. assess the impact of the proposal as a noise receptor or generator as appropriate, and
- ii. demonstrate in full how the development will be designed, located, and controlled to mitigate the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

D. Mitigating Noise Impact

Where proposals are identified as being in the Lowest Observed Adverse Effect Level (LOAEL) or the Significant Observed Adverse Effect Level (SOAEL) categories, either through noise exposure or generation, all reasonable mitigation measures must be employed to mitigate noise impacts to an acceptable level.

10: Economy and Retail

Introduction

- 10.1 The Plan seeks to provide a positive policy framework, which supports jobs, businesses and investment, to build a strong and competitive economy. It sets a framework to reflect the different drivers within Uttlesford's economy with the aim to build and sustain a vibrant, diverse and resilient local economy; that encourages both large and small scale opportunities throughout Uttlesford in appropriate locations, which are set out in our Spatial Strategy (Chapter 4) and Area Strategies (Chapters 5 to 8).
- 10.2 This Chapter sets out the more detailed policies that will be used to determine planning applications relating to the economy and for retail. The policies included in this chapter are:
- **Core Policy 45: Protection of Existing Employment Space**
 - **Core Policy 46: Development at Allocated Employment Sites**
 - **Core Policy 47: Ancillary Uses on Existing or Allocated Employment Sites**
 - **Core Policy 48: New Employment Development on Unallocated Sites**
 - **Core Policy 49: Employment and Training**
 - **Core Policy 50: Retail and Main Town Centre Uses Hierarchy**
 - **Core Policy 51: Tourism and the Visitor Economy**
 - **Development Policy 6: Hot Food Takeaways**
 - **Development Policy 7: New Shops or Cafes in Smaller Settlements**
 - **Development Policy 8: Tourist Accommodation**

Existing Employment Space

- 10.3 It is important that we protect our existing employment sites to help ensure that an appropriate level of employment provision is provided across the

district.

- 10.4 Where a site no longer has reasonable prospect of being used for employment purposes, applicants will be expected to demonstrate that the site is no longer viable for its present, or any other realistic and suitable, employment use. They must demonstrate that the site has remained un-sold or un-let for at least 12 months. In addition, applicants will need to provide evidence demonstrating that the site has been appropriately marketed for its present use or related employment use for a minimum period of 12 months immediately prior to the submission of the planning application. Applicants are thereby required to demonstrate that despite genuine and sustained attempts to sell or let a site on reasonable terms for employment use, they have failed to do so.
- 10.5 The site's potential contribution to the local and wider economy must be considered, both currently and in the long term, taking proper account of the economic cycle and the likely future needs of the economy. The Council will need to be satisfied that the change of use of all or part of the employment site would not jeopardise the provision of sufficient employment land across the district to meet the identified need.
- 10.6 Existing employment sites to be protected are identified on the Policies Map and listed in **Appendix 14**. These areas are home to many successful businesses that contribute to Uttlesford's economy. There will inevitably be a degree of change within these areas over the plan period as businesses form, expand, contract and close.

Core Policy 45: Protection of Existing Employment Space

Existing employment areas as identified on the Policies Map and in **Appendix 14** will be safeguarded for offices, warehouses, workshops, industrial and complimentary sui generis uses i.e. B2, B8, E(g) and sui generis use. Proposals which promote development or reuse of vacant sites located within existing employment areas for employment use will be supported subject to their degree of compliance with other relevant policies in the Plan.

Proposals that result in the loss of permanent jobs or employment floorspace on any site (not limited to safeguarded employment in paragraph 1 above) will only be permitted where:

1. There is evidence to show that the site/building has reached the end of its useful economic life for employment use by:
 - demonstrating that there is no demand for the reuse of the building/site, following a minimum period of 12 months marketing for the existing employment use with a recognised commercial agent at a reasonable price reflecting typical local land values, and
 - demonstrating that the physical adaption or reuse of the building/ site for employment use is uneconomic* in commercial terms, and
2. The proposed alternative use would not conflict with any existing or potential other employment uses in the employment area in terms of environmental, traffic generation or any other planning matters. The following considerations are likely to assist in demonstrating this, including:
 - that the proposed scheme provides better quality employment space allowing for mixed use is, and/ or
 - that the application demonstrates a clear need for community facilities that would be met by the proposal, and/ or
 - the existing use of the building/ site is unsuitable to continue as business use due to environmental considerations.

Any non-employment use that contributes or may contribute to making B2, B8, E(g) or Sui generis use unsustainable or unviable will not be permitted (unless supported by **Core Policy 47: Ancillary Uses on Existing or Allocated Employment Sites**).

There will be a presumption against the loss of any employment uses outside safeguarded employment sites. Development (including change of use) resulting in the loss of employment uses will not be permitted unless:

- i. the loss of a small proportion of floorspace would facilitate the redevelopment and continuation of employment uses (within B and E(g) use class or sui generis research institutes) on the site and that the proposed redevelopment will modernise buildings that are out of date and do not meet business needs; or
- ii. the site is vacant and has been realistically marketed for a period of 12 months for employment use, including the option for potential modernisation for employment uses and no future occupiers have been found.

* PPG Paragraph: 001 Reference ID: 66-001-20190722, Revision date: 22 07 2019. Available at:
<https://www.gov.uk/guidance/effective-use-of-land>

Alternative Uses for Allocated Employment Sites

- 10.7 The allocated sites in **Core Policy 4: Meeting Business and Employment Needs** and as set out in the Area Strategies chapters, are crucial to delivering the identified employment land needed over the plan period, however there is a need for flexibility and for the plan to react to changing economic conditions. Therefore, **Core Policy 46: Development at Allocated Employment Sites** clarifies the circumstances whereby alternative development could come forward. This is supported by NPPF Paragraphs 122 and 123¹.

Core Policy 46: Development at Allocated Employment Sites

The strategic employment sites, as listed in **Core Policy 4: Meeting Business and Employment Needs** and as set out in the Area Strategies are safeguarded for employment uses*. Alternative uses will be considered if they provide ancillary supporting services (in accordance with **Core Policy 47**) or meet a need identified through a subsequent Local Plan Review, or exceptionally where a reassessment of the latest available district-wide Employment Land Review, demonstrates that these sites are no longer needed over the full plan period. All new strategic employment allocations made in **Core Policy 4** are to be treated as though they are strategic employment sites after completion and are covered by this policy.

*Defined as use classes B2, B8 and E (g)

Ancillary Uses on Allocated Employment Sites

- 10.8 Providing facilities ancillary to the main business uses on large employment sites can help to make them more attractive to incoming firms and improves the quality of the working environment for employees. Ancillary facilities also help employment sites to develop sustainably by reducing the need for traffic movements.
- 10.9 It is important that any ancillary uses are necessary to support the main employment uses as set out by **Core Policy 47: Ancillary Uses on Existing or Allocated Employment Sites**. The provision of larger scale retailing, such as food superstores and non-food retail warehouses, will not be supported.
- 10.10 Where there is sufficient demand, amenities for employees may include small-scale shops and cafés, a gymnasium and/ or early years childcare facilities.

Core Policy 47: Ancillary Uses on Existing or Allocated Employment Sites

¹ NPPF, 2023. Available at:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf

Proposals for uses other than E(g), B2 and B8 business uses on allocated employment sites will only be permitted if the following criteria are satisfied:

- i. the use is ancillary to the main business or employment function of the wider site, and
- ii. the use, either alone or combined with other existing or proposed uses, would not adversely affect the vitality and viability of any town centre or shopping centre (including local centres) or the social and community vitality of a nearby village.

Conditions may be imposed to limit the scale of the operation and to restrict the range of activities proposed or goods sold, where necessary, to ensure that the criteria set out above are met.

Development on Unallocated Sites

10.11 The Local Plan 2041 sets out the employment allocations within Core Policy 4: Meeting Business and Employment Needs. There is a strong focus on our Key Settlements and their localities (Great Dunmow, Stansted Mountfitchet and Saffron Waldon) with less focus on the Local Rural Centres for new strategic employment provision, other than protecting existing sites. **Core Policy 48: New Employment Development on Unallocated Sites** complements our new allocations by supporting appropriate employment development on unallocated sites across the district, where there is a demonstrable need.

10.12 In the wider district, including outside the Key Settlements and Local Rural Centres and our Larger Villages, new employment activities can be accommodated with least impact on the landscape/ environment through the re-use, conversion or adaptation of suitable existing buildings. However, there is some flexibility for new employment buildings to come forward in the rural areas if there are no suitable existing buildings available for re-use, providing that the proposals meet other criteria set out in **Core Policy 22: Rural Diversification**.

Core Policy 48: New Employment Development on Unallocated Sites

Proposals for new employment (Use Classes E (g), B2 or B8) will be supported on unallocated sites in or on the edge of, the built-up area of Key Settlements, Local Rural Centres and Larger Villages, where there are exceptional circumstances, provided that the benefits are not outweighed by any harmful impacts (through consideration of other policies within this plan), taking into account the following:

- i. a demonstrable need for the employment that cannot be accommodated on existing allocated sites
- ii. the effect on the amenity of nearby residents and businesses
- iii. the provision of safe site access for pedestrian and cyclists and for all types of vehicles likely to visit the sites, and measures to promote the use of sustainable modes of transport where possible, and
- iv. the scale, nature and appearance of the employment development on, and its relationship with, the settlement, its character and its landscape setting.

In Smaller Villages and the open countryside, the re-use, conversion, or adaptation of suitable existing buildings for employment will also be supported subject to criteria (i)-(iv) where applicable. Other proposals in Smaller Villages and the open countryside will be considered, provided that, in addition to criteria (i)-(iv) where applicable:

- v. the proposal cannot reasonably be accommodated on existing employment land identified as vacant or developable, and
- vi. it can be demonstrated that the proposal will benefit the local economy and will not undermine the delivery of the strategic employment allocations.

Supporting Training & Skills

- 10.13 Economic growth creates opportunities for training and to develop the skills of residents in Uttlesford. The Council is keen to ensure that these opportunities are increasingly made available to residents.
- 10.14 Uttlesford's population is relatively well qualified, and the district is relatively affluent, however, the success of the district is not equally distributed and there is room for improvement. Some key factors include:
- Uttlesford has a relatively large population aged 0-15, in comparison to the average for England and second largest in comparison to neighbouring Local Authority Districts²
 - 4.5% of the working age residents (aged 16-64) have no qualifications, which is lower than the average for the East of England and England
 - Uttlesford does not fall within the 40% most deprived areas in England, but there are pockets of relative deprivation in the southern part of the district
 - skills and education of the labour force are crucial to economic viability, flexibility and competitiveness of the Local Economy, and
 - Stansted Airport Employment & Skills Academy is located within Uttlesford and delivers courses, training and apprenticeships across many careers and industries in partnership with London Stansted Airport and Harlow College.
- 10.15 The Council supports the creation of opportunities to provide apprenticeships or training thus raising skills and attainment and supporting people into higher paid employment, potentially connecting employers and employment opportunities to local schools, colleges, training organisations and voluntary services.
- 10.16 It is the Council's ambition that one new apprenticeship would be capable of being generated by every 2,500 sqm of employment development or every 100 residential units provided. Apprenticeships may be from the construction or end-use phase of the proposed development, or combination of the two.

Core Policy 49: Employment and Training

The Council will support employment and training schemes to maximise local employment opportunities and help address skills deficits in the local population. Planning obligations will be used to ensure large-scale development proposals contribute to this aim by fulfilling the requirements set out below.

Applications for large-scale development, 100 dwellings or over 2500sqm, must include a site-specific Employment and Skills Plan (ESP) and the developer will be expected to agree to deliver and monitor the commitments secured in the ESP. The ESP should address, in detail, how the developer intends to deliver the following requirements:

² The Local Economy of Uttlesford – Socio-Economic Baseline (July 2021). SQW (p3-4)

- the number of apprenticeships
- employment and training initiatives training and work experience for younger people, including those who are not in employment, training or education, and
- best endeavours to maximise local labour, and
- local procurement agreement – providing potential for local businesses to be included in any tender list.

Retail and Town and Local Centres

Introduction

- 10.17 The retail strategy is to provide a broad range of retail and other facilities in the town and local centres, maintain their roles and enhance the historic nature of the town centres which attracts people to visit them. The Uttlesford Retail Study Update (August 2023)³ underpins the approach, identifying when retail needs arise and how these can be met sustainably without harm to the town and local centres. The Retail Study was undertaken after the coronavirus lockdowns and reflects how the retail sector has responded to the threats and challenges posed by restrictions on consumer movements.
- 10.18 The current Retail Study shows post pandemic growth in retail spending and a slight decline in online spending, The study also shows a movement in the retail vacancy rates over the past two years due to renewed acquisition activity and in some cases due to reductions in the overall footprint due to floorspace being repurposed to other uses. One of the positive impacts of the lockdowns was the resurgence of local spending due to travel restrictions and people working from home thereby leading consumers to shop and visit facilities closer to home. This has been a boost to local/ or neighbourhood centres, as well as smaller and independent stores.

Town and Local Rural Centres

- 10.19 The three Key Settlements and the Local Rural Centres, provide the main focus for retail in Uttlesford, along with the rural economy that play a vital role in district's economy for retail, leisure and tourism, heritage/culture and business. The Local Plan seeks to maintain the vibrant market towns of Saffron Walden, Great Dunmow and Stansted Mountfitchet and the six Local Rural Centres namely Takeley, Thaxted, Hatfield Heath, Elsenham, Newport and Great Chesterford as the main focus of new retail development as well ensuring that these centres play a vital and wider role in the provision of facilities and services to the residents.
- 10.20 The Council's Economic Development team has and continues to work closely with local retailers to encourage retail recovery. For the three main market towns, Saffron Walden and Great Dunmow have town teams and Stansted Mountfitchet has an economic development working group. In 2022, the Economic Development Team launched the "Discover Uttlesford" marketing campaign to encourage recreation visitors to the district.
- 10.21 The Council's economic team is also working to minimise the effect of the pandemic on trading and to encourage recovery. An economic recovery plan was approved by the Council in December 2020 and a new Strategy is currently being updated. One objective of the Plan is to foster the development of existing town

³ UDC, Uttlesford Retail Study Update 2023. Available at: <https://www.uttlesford.gov.uk/article/4924/Local-Plan-evidence-and-background-studies>

centres as vibrant locations for business and leisure. It has been identified that the pandemic has increased the pace of change towards online shopping that has heightened the impact on traditional commercial centres.

- 10.22 Policies in the Local Plan seek to promote long-term vitality, viability and to protect the character of towns and villages so that they continue to provide an attractive environment for the people who visit them.

Loss of Shops and Other Facilities

- 10.23 The Local Plan, by supporting appropriate development in our Key Settlements, Local Rural Centres and Larger Villages, will play a role in helping to support the vitality and viability of local shops and services and facilities, thus making an important contribution to the community and economic sustainability of our settlements. The existing level of provision in Small Villages will be retained and reused where possible.
- 10.24 Within the towns, but outside the designated town and local centres and in the villages, individual shops, small parades of shops and other facilities like public houses, places of worship, village halls, health services and cultural facilities can be important to the local communities they serve. These shops and facilities provide a vital role in reducing car dependency and provide an accessible service at a local level and within the more rural communities. Some villages also have specialist outlets like antique shops, garden centres and restaurants which may contribute to the tourism economy, including through their tourist value. There have been continued losses of services in recent years through conversion to other uses, mainly housing. It is important to recognise that some facilities perform a number of functions, and their closure could result in a significant loss to the community and more travel as a result. Examples would be rooms in pubs or places of worship used by local groups as meeting rooms, and children's nurseries.
- 10.25 Regulations allow for some changes in use without the need for planning permission. The Local Plan can only inform planning applications for all change of use in certain circumstances⁴. Where planning permission is required, the Council will apply the tests in **Core Policy 50: Retail and Main Town Centre Uses Hierarchy**. Applicants will be required to demonstrate that the use is no longer viable. It is important that communities make good use of local facilities to make a sound case for refusal of planning permission. Facilities which the community feels are important to their social well-being can be listed as Assets of Community Value.

Town and Local Centres Hierarchy and Retail Uses

- 10.26 The Uttlesford Retail Study August 2023 provides an up-to-date assessment of retail need, occupancy, vacancy rates, issues and opportunities. An overview of the key issues and opportunities at the district's largest centres – the Key Settlements in the settlement hierarchy – are as follows:

Saffron Walden

- 10.27. Saffron Walden is the primary retail and leisure destination in the district, providing a range of services and amenities not widely available within the smaller settlements. The majority of the Saffron Walden Town Centre is designated as a Conservation Area which is important to protect the historic and attractive centre, but might also act

⁴ ADD REFERENCE

as a barrier to entry for new businesses. Most of the vacant units in the Town Centre were previously occupied by national multiple retailers. The Local Plan policies will seek to retain and encourage the location of shops and food and drink establishments within the Town Centre.

Great Dunmow

10.28. Great Dunmow is the second largest centre in the district comprising independent retailers and a limited number of national multiples. The convenience goods units in the town centre are limited to a Co-operative foodstore (725 sq m net), One Stop shop and smaller independent convenience units. The low vacancy rates within the Town Centre means that there is a lack of available space (by unit size). In order to maintain viability and vitality in the Town Centre the Local Plan will seek to maximize opportunities and will consider market demand where planning applications seek subdivisions or amalgamations.

Stansted Mountfitchet

10.29. Stansted Mountfitchet is the third largest centre in the district comprising two locations, which means the centre lacks cohesion and doesn't act as one. In total there are 6 convenience and 6 comparison units within the centre. The centre lacks potential development sites and premises available for future expansion. The Local Plan will seek to maintain the vitality of the town Centre by applying the sequential approach.

Local Rural Centres

10.30. In addition to the three Key Settlements, there are also six Local Rural Centres in the District which fulfill an important more local role for the next tier of settlements and their rural hinterlands:

Elsenham

10.31 Elsenham is a small village centre located approximately two miles north-east of Stansted Mountfitchet. It is located immediately adjacent to a double-roundabout which can make accessibility by car challenging. The centre has just four town centre units comprising a Tesco Express store, a post office, a hair salon and a take-away.

Great Chesterford

10.32 Great Chesterford is the northern-most centre in the district and is located approximately four miles north of Saffron Walden. The centre has no recognisable retail centre and just two main town centre use units; a bakery and food hall and a public house.

Hatfield Heath

10.33 Hatfield Heath is located to the far south of the district, around seven and a half miles south of Stansted Mountfitchet. It is the largest of the village centres and is home to 14 units in main town centre use. The centre is fully let and vibrant comprising 2 convenience goods units, 3 comparison goods units and 8 service goods units. There are a number of small restaurants and/or take-aways.

10.34 The centre faces on to the attractive heath, incorporating a church building, war memorial and cricket ground as well as public open space. Parking is on a crescent off the main Stortford Road.

Newport

10.35 Newport is located approximately four miles south-west of Saffron Walden. It has 11 retail units, including one vacancy. Six of the units are in service uses, two are in convenience use (a small Nisa foodstore and a bakery) and two further units are in comparison goods use (a pharmacy and a home interiors shop).

10.36 The centre is located exclusively along the linear High Street is highly attractive with a number of historic features and Listed buildings. The centre is relatively lightly trafficked (in terms of retail patronage). Parking is largely on-street with high-quality public realm.

Takeley

10.37 Takeley has eight units in main town centre use. It is located on a very busy cross-roads between Dunmow Road and Parsonage Road, making accessibility around the centre difficult. However, there are signal-controlled junctions in all directions and off-street parking is provided off Dunmow Road. The centre has low environmental quality being car-dominated and with little by way of greenery.

10.38 Takeley centre comprises two convenience units (Londis and a newsagents), a small pharmacy and five units in service uses (a public house, tyre store, dry cleaners and two take-aways).

Thaxted

10.39 Thaxted is located to the east of the district and is approximately six miles from Saffron Walden. The centre provides a range of services and is surrounded by predominantly residential dwellings. The majority of the units are located along Town Street and Watling Street. The focal point of the centre is the Guildhall. The health-check of Thaxted Local Centre indicates that the centre caters very well for its local catchment area. The range of goods offered is limited, but the household survey indicates that there is little discontent with any aspects of the centre.

Town Centre Boundaries and Primary Shopping Areas

10.40 The NPPF states at paragraph 86⁵ that planning policies should define a network and hierarchy of town centres and promote their long-term vitality and viability; and define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre.

10.41 The updated Retail Study (2023) has been used to define the boundaries used to guide planning applications for main town centre uses and to apply the sequential test.

⁵ NPPF, 2023. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf

10.42 The town centres of Saffron Walden, Great Dunmow, Stansted Mountfitchet and the six local centres of Elsenham, Great Chesterford, Hatfield Heath, Newport, Takeley, Thaxted are identified on the Policies Map and **Appendix 15**. In relation to Stansted Mountfitchet, the following policy will apply to both Cambridge Road and Lower Street centres. For the purposes of this policy, main town centre uses are defined under the NPPF as including retail, leisure, commercial, office, tourism, culture, community and residential development needed in towns.

The town and local centres include primary and secondary shopping frontages.

- 10.43 The NPPF (2023) refers to 'Primary Shopping Areas' however the approach recommended in the Town Centre Boundary, Primary and Secondary Frontages Review (2022) at the time supported a more nuanced approach in the Uttlesford context where a greater concentration of retail is supported in the Primary Frontages and a greater mix of complementary main town centre uses supported within the wider Town Centre Boundary. The approach taken in the following policy is consistent with this proposal as it identifies town centre boundaries for the top two tiers of the settlement hierarchy, with only Primary Shopping Areas (equating to areas of 'Primary Frontage') at the top tier, where the greatest concentration of retail use is found.
- 10.44 Primary Shopping Areas are the retail core where the majority of footfall and activity occurs. These are the main shopping streets along which Class E shops should be retained. The remainder of the town centre area boundaries (beyond the defined Primary Shopping Areas) provide a mix of main town centre uses such as restaurants, commercial services and leisure facilities which support the centre as a whole.
- 10.45 Changes to the Use Classes Order (including the new Class E) increase freedoms within town centres, although pubs, drinking establishments and takeaways are excluded from Class E. Where located within a primary shopping area any ground floor proposal that would amount to a material change of use away from Class E should be supported by evidence that a Class E use has been marketed unsuccessfully for a period of time. In order to consolidate the provision of retail floorspace in Primary Shopping Areas and effectively apply the sequential test the Council will use planning conditions to control the location of new retail floorspace within Class E.
- 10.46 Meanwhile uses can further support town centres by allowing occupiers to temporarily occupy vacant units and test new business concepts, pop-up stores and event spaces where they support the vitality and viability of the town centre. Such uses will be supported by the Council.
- 10.47 Residential uses can add to the vitality of town centres and within those areas the District Council will support the change of use of upper floors to residential. Mixed schemes on development opportunity sites could also include a residential element but the District Council would expect to see town centre uses at ground floor level on the street frontage. **Core Policy 50: Retail and Main Town Centre Uses Hierarchy** below ensures that ground floor level shops are not lost to residential uses.

Core Policy 50: Retail and Main Town Centre Uses Hierarchy

The Council will promote the continued role and function of its town and local centres to positively contribute towards their viability, vitality, character and public realm. The hierarchy of centres in the district is:

- **Key Settlements** (Town Centres): Great Dunmow, Saffron Walden, Stansted Mountfitchet
- **Local Rural Centres** (Local Centres): Elsenham, Great Chesterford, Hatfield Heath, Newport, Takeley, Thaxted

All Key Settlements and Local Rural Centres have designated Town Centre Boundaries, whilst only the Key Settlements have designated Primary Shopping Areas. The boundaries of the Town Centres' and their respective primary Shopping Areas (where appropriate) are defined on the Policies Map and by **Appendix 15**

To ensure the long-term vitality and viability of the Town Centres, the Council will apply a 'town centre first' approach to retail, services and other main town centre uses in accordance with the established hierarchy of centres. The Council will use planning conditions to assist with the application of the town centre first approach in the context of Class E flexibilities introduced by the Use Classes Order.

Retail and other 'Main Town Centre Uses' will be directed towards these centres. Where such uses are proposed outside these centres the Council will apply the sequential approach as set out in the NPPF.

Where planning permission is required for any retail or leisure proposal outside these centres, they will be subject to an impact assessment, appropriate to the use. In Uttlesford the threshold for such an impact assessment is over 1000 sqm (gross).

The Council will support the provision of new local centres containing a small number of shops of limited size with the allocated strategic housing sites set out in this Local Plan and as specified within the Development Site Templates (**Appendices 2,3 and 4**).

The Council will support proposals for new small shops or extensions to existing shops within or adjacent to existing settlements that are required to serve local needs. In locations beyond the defined town and local centres, change of use (that require planning permission) of shops and other community facilities will only be permitted where the applicant can demonstrate that:

- there is no significant demand for an alternative town centre use in that catchment area, demonstrated by marketing for 18 months; or
- the facility is not financially viable; or
- the replacement land use offers compelling benefits which outweigh the loss.

Proposals for development that affects the design of a shopfront will need to ensure consistency with the Uttlesford Shopfront Design Guide.

Primary Shopping Areas

Where planning permission is required, proposals resulting in the loss of Main Town Centre Uses* at ground floor level within a Primary Shopping Area must demonstrate that:

- the unit has been proactively and appropriately marketed for at least 12 months and it has been demonstrated that there is no longer a realistic prospect of the unit being used for E Class Uses in the foreseeable future
- the proposal meets the needs of residents within the local neighbourhood, and
- the proposals will not have an adverse impact on the vitality and viability of the centre as a whole.

Notwithstanding the flexibilities allowed under Class E of the Use Classes Order the Council will use planning conditions where appropriate to support the availability of retail floorspace within the Primary Shopping Area, and limit new floorspace in out of centre locations.

The Council will support main town centre uses as meanwhile uses on a temporary basis within Primary Shopping Areas. Such uses would be controlled by condition as a temporary use (up to 18 months) so as to not permanently lose retail floorspace unnecessarily without justification.

* **Defined** using the NPPF definition as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Hot Food Takeaways

- 10.48 We are committed to improving health and well-being outcomes for residents, and to reduce health inequalities. One of the challenges we face in promoting healthy eating is the availability of foods high in fat, salt and sugar in local neighbourhoods, including the prevalence of hot food takeaways in some areas. We will therefore support opportunities for communities to access a wider choice of healthier food options and resist the proliferation of particular types of hot food takeaways in inappropriate locations, such as adjacent to schools and playgrounds.
- 10.49 As 'Sui Generis' uses Hot Food Takeaways also have the potential to cause nuisance to nearby residents due to general activity, particularly during the late evening, cooking odours, increased traffic movements and litter.
- 10.50 To minimise the likelihood of disturbance, hot food takeaways will be resisted in predominantly residential areas unless the premises are situated within a neighbourhood shopping centre or other commercial frontage. Even in those situations, permission may be refused if an existing residential property is likely to experience nuisance. In predominantly residential areas, we will seek to impose planning conditions to limit the late-night opening hours of hot food takeaways.

Development Policy 6: Hot Food Takeaways

Proposals for 'sui generis' hot food takeaways will only be permitted where supported by a Health Impact Assessment and provided they:

- i. would not result in significant harm to the amenity of local residents, or highway safety
- ii. would not result in harmful cumulative impacts because of any existing or consented outlets in the immediate vicinity, and
- iii. the proposal is not located within a five-minute walk of a school or playground, unless within an established local shopping centre.

Where harmful impacts are predicted planning permission will either be refused or mitigated through planning conditions relating to the variety of food sold (enabling healthier choices) and hours of operation.

New Shops or Cafes in Smaller Settlements

10.51 Where there is interest in opening a new shop or café within or adjoining a settlement the District Council will allow provision outside development limits where no sites are available provided the chosen site is well located to the village, is walkable and is of an appropriate scale. Applicants will be expected to define the catchment area that the new shop is intended to serve, based on the intended operator, location and the scale of the shop. If there are existing shops within this catchment area, an impact assessment of the effect on these shops will be required, including likely trade diversion.

10.52 The District Council will encourage communityrun schemes and schemes which provide a mix of facilities which might include a shop, post office, meeting rooms, internet access and possibly local transport hub. This policy settlements without a defined centre.

Development Policy 7: New Shops or Cafes in Smaller Settlements

The Council will support proposals for new small shops or extensions to existing shops within or adjacent to existing settlements that are required to serve local needs where the following criteria are met:

- the shop would be of a size appropriate to the settlement the site would be well related to the settlement, with the potential to reduce the need to travel by car, and
- there would be no significant adverse impact on the character and amenity of the area including visual intrusion, noise and traffic generation.

Sites that could provide a mix of local facilities will be particularly welcomed.

Tourism and the Visitor Economy

10.53 The district's visitor economy represents the second most important income strand for the district after retail spending. The town centres and villages contain several regionally and nationally important attractions. The charming Saffron Walden, Great Dunmow and Stansted Mountfitchet town centres are a draw to many visitors and

shoppers alike. They both offer a range of independent stores alongside cafes and service businesses. The Local Plan seeks to harness these opportunities by supporting the visitor economy through encouraging provision of leisure facilities, increased footfall in town/local centres, visits, day and overnight stays.

- 10.54 In the rural areas accommodation including hotels, Bed and Breakfast, Self-catering, Country Inns and camping will be supported in line with **Core Policy 51** below.
- 10.55 In addition, Stansted Airport is an important draw to the area for tourists and visitors passing through. Applications for other types of development relating to Stansted Airport are dealt with under **Core Policy 11**.

Core Policy 51: Tourism and the Visitor Economy

The Council encourages new development to advance tourism and the visitor economy for leisure and business purposes. Proposals will be supported as follows:

- i. within the built-up areas of the Key Settlements and Local Rural Centres – larger scale developments including conference facilities, museums, heritage centres, hotels, guest houses and associated facilities for visitors
- ii. within the built-up areas of the Larger and Smaller Villages - smaller and proportionately scaled developments that are in keeping with the character of the settlement, including museums, heritage centres, hotels, guest houses, self-catering accommodation and associated facilities for visitors
- iii. at Stansted Airport and Great Chesterford Research Park – ancillary business hotel and conference facilities, and
- iv. at service areas on the main transport corridors, hotel accommodation.

Outside the above locations, small-scale development to support the visitor economy, including farm diversification and equine development, will be supported provided that proposals are in keeping with the scale and character of the locality and which would not adversely affect heritage assets or their setting. Larger developments will only be supported in exceptional circumstances, for example to sensitively re-use a historic building, or to proportionally support or enhance enjoyment of a significant and established visitor attraction where this cannot reasonably be achieved from a town or village location.

Development Policy 8: Tourist Accommodation

Self-Catering Accommodation:

Proposals for self-catering accommodation will only be permitted where they:

- i. are provided through the conservation and conversion of existing buildings, including agricultural buildings, or
- ii. are appropriately located within the existing built form of settlements.

Exceptionally, proposals for new-build, short-stay, self-catering units that are directly associated on-site with a tourist attraction, and required to sustain the viability of the tourist attraction, may be acceptable.

Removal of Occupancy Conditions – Holiday Lets:

Applications for the removal of occupancy conditions on holiday accommodation that has been built or converted for that purpose outside Development Boundaries will not be permitted other than in exceptional circumstances.

11: Building Healthy and Sustainable Communities

11.1 Achieving healthy and sustainable communities means ensuring that existing and future Uttlesford residents are served by the homes and facilities which meet their needs, promote healthy choices and social cohesion. The design of new places can substantially contribute to this goal by delivering the necessary services and facilities. Developments which secure an appropriate mix of housing types, encourage residents to walk and cycle, and facilitate opportunities for social interactions will provide the framework for future residents to form successful new communities. The Local Plan will ensure that these foundations are delivered as part of new developments within Uttlesford.

11.2 The Local Plan will also affect existing communities. The Key Settlements and Local Rural Centres within Uttlesford are planned to accommodate the majority of the proposed allocations up to 2041 as they provide a greater choice of services and facilities and provide the best opportunity to deliver sustainable development. The Local Plan will ensure that new developments are well integrated into the existing settlements so that current residents can benefit from new services and infrastructure provision and vice versa. In this way the Local Plan seeks to protect and support the vitality of new and existing communities

- **Core Policy 52: Good Design Outcomes and Process**
- **Core Policy 53: Standards for New Residential Development**
- **Core Policy 54: Specialist Housing**
- **Core Policy 55: Residential Space Standards**
- **Core Policy 56: Affordable Dwellings**
- **Core Policy 57: Sub-Division of Dwellings and Homes in Multiple Ownership**
- **Core Policy 58: Custom and Self-Build Housing**
- **Core Policy 59: The Metropolitan Green Belt**
- **Core Policy 60: The Travelling Community**
- **Core Policy 61: Transit Sites**
- **Core Policy 62: The Historic Environment**
- **Core Policy 63: Design of Development Within Conservation Areas**
- **Core Policy 64: Development Affecting Listed Buildings**
- **Core Policy 65: Non-Designated Heritage Assets of Local Importance**
- **Development Policy 9: Public Art**

Good Design: Outcomes and process

- 11.3 Uttlesford's towns and villages have grown over time, responding to their location and cultural heritage, the surrounding landscape and built form, movement patterns and building use, and in their relationships with open and public spaces. The use of traditional materials often reflects the local geology and landscapes, which can be broadly categorised as agricultural land, chalk ridges, or river valleys. These elements often underpin the character and identity of Uttlesford's built and natural environment.
- 11.4 The Council require all development, including all elements of the built environment, to be of the highest design quality and contribute to the Uttlesford's long-term economic prosperity, quality of life and a net zero or low carbon future.
- 11.5 Design is the comprehensive coordination of the many elements a new proposal must consider and incorporate. Therefore, our design policy (**Core Policy 52: Good Design Outcomes and Process**) should be read alongside all other policies in this plan, with focus on Climate Change, Housing, Infrastructure, and Transport.
- 11.6 The **NPPF Section 12** 'Achieving well-designed places', **Planning Practice Guidance** 'Design: process and tools', and the **National Design Guide** provide justification and set out requirements for good design and are the basis for our design policy.
- 11.7 The **National Model Design Code**¹, including additional **Guidance Notes**², which set out the national requirements for masterplanning, design coding, and community engagement should also be considered.
- 11.8 The reader should be familiar with the above documents before reading the following **Uttlesford Design Policy**, the **Uttlesford Design Code(s)**³ and the **Essex Design Guide**⁴, which then provide further information, justification, and guidance that are specific to Uttlesford and Essex.
- 11.9 Informed by consultation, research and best practice, the Uttlesford Design Code focuses on the principles and outcomes needed to create and enhance high quality places to live and work and provides guidance to assist in their delivery. Following the principles and requirements established by **Core Policy 52** and the Design Code will ensure that the design approach meets with the aspirations of the Council and the wider Uttlesford community, providing applicants with the best chance of achieving planning approval.
- 11.10 Good design should address local needs and challenges, providing fit for purpose solutions that make Uttlesford an attractive and distinctive place to be. The approach

¹ Department for Levelling Up, Housing and Communities, 2021, National Model Design Code: part 1 - the coding process. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009793/NMDC_Part_1_The_Coding_Process.pdf

² Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities & Local Government, 2021, National Model Design Code: part 2 - guidance notes. Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf

³ UDC, 2023, Uttlesford Draft Design Code. Available at:

⁴ Essex County Council, 2018, Essex Design Guide. Available at:

to design will drive the importance of mixed uses and facilities, ensuring we enable people to start well, live well and age well in the communities in which they live. New buildings and places should reflect the distinctiveness of the district, fusing together the unique historic built environment and rural landscape setting.

- 11.11 Good design should consider how to create socially and commercially attractive places with a distinctive character and identity that enhance their surroundings. Proposals should first consider people and how they live and work; next consider the design of places and spaces that support this to form the basis of a place structure, and then organise and design buildings around this.
- 11.12 The Uttlesford Design Code sets out a vision for the design of individual buildings and collections of buildings, public spaces, streets, and each of their components. The Design Code outlines strategic principles, design guidelines and parameters for both designers and decision makers to shape the high-quality design of buildings and spaces in the district. The Design Code sets out key aspirations for design quality and placemaking across Uttlesford which will be used by the Local Planning Authority to inform the determination of planning applications. As such, the Design Code will be applied, along with **Core Policy 52: Good Design Outcomes and Process**, to assess whether a proposal in Uttlesford complies with the appropriate requirements.
- 11.13 Outline planning applications for Major Development Proposals⁵ must demonstrate compliance with **Core Policy 52**, along with other relevant Local Plan policies and the latest Uttlesford Design Code. This is particularly important as key design decisions and implications can be set at the application stage including, but not limited to, access, active travel provision, open space provision and layout, density, heights, and site layout.
- 11.14 The proposed design quality of a planning application must also be maintained between the initial grant of permission and scheme of operation. The Local Planning Authority will follow the approaches set out in Planning Practice Guidance, for example encouraging design details to be agreed as part of the initial permission, retention of key design consultants from the planning application team and using design review opportunities at appropriate intervals. Site inspections will be used to verify compliance with approved plans and conditions.

⁵ Major development is defined as:

- The provision of 10 or more dwelling houses,
- Outline application on a site area of 0.5 hectares or more and where the proposed number of dwellings has not been specified,
- The provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more, or

Development carried out on a site having an area of 1 hectare or more.

Core Policy 52: Good Design Outcomes and Process

Development will be supported where proposals can clearly demonstrate compliance with appropriate national policy and guidance in respect of Design, especially the most up-to-date version of the **Uttlesford Design Code(s)**, and the **Essex Design Guide**.

Proposals must clearly demonstrate how the following ten characteristics⁶ are addressed in the design of the scheme in a mutually supportive way:

- i. **Context** – understand and enhance the surroundings and demonstrate how heritage, local history, and culture has been valued and incorporated
- ii. **Identity** – demonstrate how the context study and analysis has helped to developed proposals are locally informed, attractive, and distinctive
- iii. **Built form** – demonstrate how a coherent pattern of development has been achieved with a compact form and appropriate building types and forms including key destinations
- iv. **Movement** – demonstrate an integrated network of routes for all modes of transport which are accessible, encourage active travel and easy to move around with well-considered parking and servicing
- v. **Nature** – demonstrate provision of high quality, green open spaces with a variety of activities to enhance and optimise the existing and support rich and varied biodiversity
- vi. **Public spaces** – demonstrate creation of safe, social, well-located, attractive, high quality and inclusive public spaces that support social interaction
- vii. **Uses** – demonstrate a mixed and integrated community with provision of mixed uses as required and a socially inclusive mix of home tenures, types, and sizes
- viii. **Homes and Buildings** – demonstrate how functional, healthy, safe, comfortable and sustainable buildings have been created with well related amenity and servicing
- ix. **Resources** – demonstrate how proposals follow the energy hierarchy and are efficient and resilient including selection of building materials and construction techniques, and
- x. **Lifespan** – demonstrate how proposals are made to last and have provision to be well maintained, adaptable to changing needs, and foster a sense of ownership.

Proposals for **Major Development** should:

- prepare and submit **Masterplans and Design Codes** in accordance with national policy and guidance and the most up-to-date version of the Uttlesford Design Code(s), which provides further information on what needs to be included
- undertake appropriate **Community Engagement** that informs the proposals from an early stage in accordance with relevant national and local guidance⁷, and
- make use of **Pre-application discussions** with the Local Planning Authority and others as appropriate.

Proposals for 100 dwellings or more must also:

⁶ Department for Levelling Up, Housing and Communities, 2021, National Design Guide. Available at: <https://www.gov.uk/government/publications/national-design-guide>

⁷ Uttlesford District Council, 2023, Uttlesford Community Engagement Protocol. Available at: <https://uttlesford.moderngov.co.uk/documents/s29530/Protocol%20-%20DRAFT.pdf>

- make use of a **Design Review** as early in the process as possible. The Uttlesford Quality Review Panel is the preferred approach, , but the Essex Design Review Panel, or a Building for a Healthy Life assessment⁸ (which must be commissioned by the applicant and undertaken by a neutral third-party accredited organisation such as Design for Homes, Place Services, or Design Southeast) are also acceptable options.

Public Art

- 11.15 The Council is committed to the provision of public art within developments and/ or in the surrounding neighbourhood. Public art can make an important contribution to the character and visual quality of new places. Public art can also contribute to community cohesion, skills and active participation in planning and development if an inclusive and comprehensive engagement process is undertaken for the conception, vision, production, and experience of the art.

Development Policy 9: Public Art

All major development will be expected to contribute in the Section 106 agreement to a public art fund to be used to deliver **public art projects** located on or off site with clear benefit for the local community.

Any public art proposals must make a significant contribution towards the appearance of the scheme, the character of the area, and provide benefits for the local community.

Applicants will be required to set out details for the provision of public art, including its location and design in accordance with the Uttlesford Design Code.

Housing

- 11.16 **Chapter 4: Spatial Strategy** sets out the overall level of housing to be provided over the plan period and where that new housing should be located. This section sets out the more detailed policy requirements for housing provision covering both market, affordable and specialist housing, as well as meeting the needs of gypsies and travellers. It then moves on to set out the approach to conversions/HMOs, custom and self-build followed by setting out our Green Belt policy. Policies relating to the rural areas are set out in **Chapter 8: Rural Area Strategy**.

Standards for New Residential Development, including Housing Mix and Accessibility

- 11.17 Development should provide an appropriate mix of housing types flexible enough to adapt to different local needs. This includes the delivery of specialist accommodation to deliver lifetime homes and meet the demands of an ageing population.
- 11.18 The NPPF requires Local Plan policies to deliver a wide choice of quality homes by planning for a mix of housing based on current and future demographic projections, market trends and the differing needs of the various sectors of the community.

⁸ Department for Levelling Up, Housing and Communities, 2019, PPG Design: process and tools: 018 Reference ID: 26-018-20191001 and NPPF para. 133. Available at: <https://www.gov.uk/guidance/design>

- 11.19 New housing must support the needs of the community as a whole by including affordable and market homes of the type, size and tenure needed by residents. However, housing mix can have implications, both for development feasibility and viability as well as for local character. Therefore, whilst it is important to manage the mix of housing provided on new developments, the appropriate approach should also achieve a practical balance.
- 11.20 The Local Housing Needs Assessment (June 2023)⁹ (LHNA) for Uttlesford recommends that a different dwelling mix is sought for different types of housing, as set out below in **Table 11.1**. There are a range of factors that will influence demand for different sizes of homes, including demographic changes; future growth in real earnings and households' ability to save; economic performance and housing affordability.

Table 11.1: Housing mix by tenure (Uttlesford LHNA 2023).

	1 bed	2 beds	3 beds	4 or 4+ beds
Market	5%	35%	40%	20%
Affordable home ownership	20%	45%	25%	10%
Affordable rented	35%	35%	25%	5%

- 11.21 The LHNA provides data on population change for example identifying that over the 2023-2033 period there will be a 32% increase in the population aged 65+ and a 41% increase in the number of people aged 65+ with dementia and a 39% increase in those aged 65+ with mobility problems. This shows that there is a clear need to increase the supply of accessible and adaptable dwellings and wheelchair user dwellings as well as providing specific provision of older persons housing. Given the likely level of need the Council will require all dwellings (across all tenures) to meet the M4(2) standards¹⁰ and 10% of market homes meeting M4(3)¹¹ rising to 20% for affordable dwellings.
- 11.22 Part M4(2) dwellings are those that are 'accessible and adaptable' so a wheelchair user can visit a property whereas a Part M4(3) dwelling is one in which a wheelchair user could live.
- 11.23 To ensure that older people are able to secure and sustain their independence in a home appropriate to their circumstances, the Council will encourage developers to build new homes that can be readily adapted to meet the needs of those with disabilities and older people as well as assisting independent living at home. National planning guidance states that Local Plan policies for wheelchair accessible homes M4(3) should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling. As noted above the authority has an ageing population with mobility -problems that justifies a high level of need for M4(3) housing.

⁹ Justin Gardner, 2023, Local Housing Needs Assessment. Available at: <https://www.uttlesford.gov.uk/localplanevidence>

¹⁰ Department for Levelling Up, Housing and Communities, 2016, Approved Document M: access to and use of buildings, volume 1: dwellings. Available at: <https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m>

¹¹ Ibid

- 11.24 Live/Work space is defined as property that is specifically designed for dual use, combining both residential and employment space¹². Live/Work is distinct from conventional 'home working' which usually comprises a residential unit with ancillary and often temporary or informal work areas. Live/Work is a distinctive and formal division of residential and workspace floorspace which does require planning permission. The NPPF states planning policies should allow for new and flexible working practices. It is anticipated that due to the Covid-19 pandemic and rise in people working from home the demand for live/work units may increase. Within individual Live/Work units the workspace should be designed to be functionally separate from the dwelling(s) to which it relates and the division within each unit clearly marked on submitted floorspace plans. The Council may impose conditions on any planning permission granted to secure a continuing ratio between workspace and living space. The impact of introducing business premises in generally residential areas on amenity must also be addressed.

Core Policy 53: Standards for New Residential Development

New residential development will be expected to provide a mix of homes to meet current and future requirements in the interests of meeting housing need and creating socially mixed, vibrant and inclusive communities. This should be in accordance with the most up-to-date LHNA (**Table 11.1**) unless an alternative approach can be demonstrated to be more appropriate or where proven to be necessary due to viability constraints based on a PPG-compliant developer-funded viability assessment agreed with the Council (through an open book approach).

The Council will encourage Live/Work units in new developments to help create vibrant communities.

The Council expect all residential schemes to be 100% wheelchair accessible – M4(2) compliant; 10% M4(3) compliant for market homes and 20% M4(3) compliant for affordable homes – or replacement standards, unless it can be demonstrated that it is not practically achievable or financially viable to deliver in line with this policy based on a PPG-compliant developer-funded viability assessment agreed with the Council (through an open book approach).

Specialist and Supported Housing

- 11.25 Given the ageing population and higher levels of disability and health problems amongst older people there is likely to be an increased requirement for specialist and supported housing options moving forward. There may be a range of factors which may influence such moves, including issues related to health, ability to maintain existing homes and/or care and support needs. Options include sheltered and extra care housing (classed as C3 dwellings), and residential care homes and nursing homes/ care bed spaces (classed as C2 provision).
- 11.26 Sheltered and extra care housing are alternatives to care/nursing home bed spaces and can help to reduce costs associated with care by supporting people to remain as independent for as long as possible. These can also support not only older people but also those with a lifelong disability. In addition, they can be integrated well into

¹² Live work units are considered as composite B1/C3 use or sui generis

local communities and also as part of larger developments. The LHNA suggests that in the period 2023-2033 Uttlesford has a need for¹³:

- 355 additional market dwellings (sheltered/retirement housing)
- 330 additional housing units with care (extra-care) (90% to be market sector)
- 300 additional nursing care bedspaces, and
- 370-640 dwellings to be for wheelchair users (meeting M4(3) standards).

Core Policy 54: Specialist Housing

Strategic housing sites will be expected to provide at least 5% extra care dwellings¹⁴ (C3 Use Class) as part of the overall mix. Should it be agreed with the Council that extra care housing would not be desirable in a particular location, an equivalent amount of alternative specialist housing¹⁵ (C3 Use Class) for older people will be required.

Elsewhere, opportunities for the provision of extra care, specialist housing for older and/ or disabled people and those with mental health needs and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities. All proposals will be expected to provide affordable housing in accordance with **Core Policy 56: Affordable Dwellings**.

The Council will support residential care homes (C2 Use Class) and developments which provide for a mix of Uses Classes C3 and C2 where the appropriate infrastructure is provided and they offer easy access to community facilities and frequent public transport.

Residential Space Standards

11.27 Development must provide a good living environment for both existing and future residents. A lack of living and storage space can compromise basic lifestyle needs and can have profound impact on an occupant's health and well-being. Therefore, in providing new homes, it is important that they are designed and constructed to a high quality with good standards of internal space. In 2015 the Government introduced a nationally described internal space standard¹⁶. To ensure development continues to deliver suitably sized accommodation the Council will require that, as a minimum, all new development should be in accordance with these nationally described standards or any subsequent update.

Core Policy 55: Residential Space Standards

A. Internal Residential Space

All new dwellings will achieve compliance with the nationally described space standards (or any successor standards/ policy) as a minimum.

¹³ Justin Gardner, 2023, Local Housing Needs Assessment. Available at: <https://www.uttlesford.gov.uk/localplanevidence>

¹⁴ Extra Care Housing - very sheltered housing, catering for less mobile people and wheelchair users. Schemes may have care staff and may provide meals.

¹⁵ Alternative Specialist Housing – Other forms of accommodation for elderly or disabled people including sheltered housing and other alternative provision

¹⁶ Department for Levelling Up, Housing and Communities, 2015, Technical housing standards – nationally described space standard. Available at: <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>

B. External Residential Space

New residential dwellings will be expected to have direct access to an area of private and/or communal amenity space. The form of amenity space will be dependent on the form of housing and could be provided as a private garden, roof garden, communal garden, courtyard balcony, or ground-level patio with defensible space from public access. The amount of outdoor amenity space must be appropriate to the size of the property and designed to allow effective and practical use of and level access to the space by residents, as specified by the Uttlesford Design Code.

Affordable Dwellings

- 11.28 The Council is committed to helping to support and enable the right conditions for people to have a secure and safe home. The provision of affordable housing plays an important role in this process as it helps to prevent homelessness and ensure that those who are unable to afford market housing have access to suitable homes to rent and buy.
- 11.29 Affordable housing, including for affordable supported and specialist, is housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). The term 'affordable' as defined in the NPPF includes affordable rented housing, discounted market sales housing and other affordable routes to home ownership such as intermediate housing and shared ownership. Eligibility is determined with regard to local incomes and local house prices.
- 11.30 The NPPF requires Local Plan policies to identify the type and tenure of homes required by those who require affordable housing. The provision of affordable housing should be met on site unless off-site provision or an appropriate financial contribution in lieu can be justified.
- 11.31 The LHNA identified that 261 households p.a. in Uttlesford are currently in affordable housing need, which equates to 38 % of the annual Local Housing Need figure for the District of 684 dwellings. However, the link between affordable and overall needs is complex and many of those identified as having an affordable housing need are already in housing and thus do not generate a net additional need for a home. If for this reason we exclude existing households, our annual affordable need would be 192 dwellings, which equates to 28 % of our annual Local Housing Need¹⁷.
- 11.32 Furthermore, affordability in the District has worsened with the workplace based median affordability ratio in Uttlesford at 13.18 in 2022, based on the ratio between median house prices and full-time earnings¹⁸.
- 11.33 The Council is committed to taking all opportunities to deliver high quality affordable housing for people who are unable to access or afford market housing as well as helping people make the step from social or affordable-rented housing to home ownership in line with **Core Policy 56: Affordable Dwellings**.

¹⁷ Justin Gardner Consulting, 2023, Local Housing Needs Assessment. Available at: <https://www.utlesford.gov.uk/localplanevidence>

¹⁸ Ibid

- 11.34 The NPPF expects at least 10% of homes to be available for affordable home ownership¹⁹, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. The Uttlesford LHNA advises that this 10% requirement may not be the best solution for the District and states, for example, that the clear need for additional rented housing in Uttlesford, would arguably mean that providing the 10 % affordable home ownership in line with the NPPF would prejudice the ability to meet the needs of the specific group requiring rented accommodation²⁰.
- 11.35^[06] The LHNA states that 'There is a significant need for affordable housing, particularly for lower income households likely to need rented accommodation. The Council should prioritise delivery of social rented housing where it is viable to do so. There is also a potential need for affordable home ownership, although it seems difficult to make such homes genuinely affordable in a local context, thus lending further support for the provision of social rented housing.'^[06]
- 21
- 11.36 In May 2021, the Government introduced First Homes²², a new tenure of affordable housing. First Homes are a specific type of discounted market housing which are currently reduced by a minimum of 30% against market value and sold to people meeting set eligibility criteria. The PPG currently stipulates that First Homes should make up at least 25% of all affordable housing units being delivered through planning obligations. The PPG establishes national thresholds, percentages, caps and eligibility criteria for First Homes, but it also grants substantial opportunity for local deviation where evidence demonstrates that such a change is justified. The Council has published details of local criteria and exemptions for First Homes²³. As the LNHA makes clear there is a high level of need for social rented housing, once First Homes provision has been satisfied, **Core Policy 56: Affordable Dwellings** states that the majority of the remaining provision for affordable dwellings should be prioritised for socially rented affordable dwellings.
- 11.37 The need for affordable housing of different sizes may vary by area and over time. In considering the mix of homes to be provided within specific development schemes, this information should be brought together with details of households currently on the Council's Housing Register and the stock and turnover of existing properties. Similarly, on individual sites, the preferred affordable housing mix will be determined through negotiation and informed by up-to-date assessments of local housing needs and site / neighbourhood characteristics.
- 11.38 The Council will require affordable housing to be provided on site, unless offsite provision or a financial contribution of broadly equivalent value can be robustly justified and the proposed agreed approach contributes to the objective of creating mixed and balanced communities.

<p>Core Policy 56: Affordable Dwellings</p>
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¹⁹ Department for Levelling Up, Housing and Communities, 2021, National Planning Policy Framework. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

²⁰ Justin Gardner Consulting, 2023, Local Housing Needs Assessment. Available at: <https://www.uttlesford.gov.uk/localplanevidence>

²¹ Ibid.

²² Paragraph: 001 Reference ID: 70-001-20210524, Planning Policy Guidance, 2021. Available at: <https://www.gov.uk/guidance/first-homes>

²³ Planning Policy Guidance, 2023. Available at: <https://www.gov.uk/guidance/first-homes>

New residential development (including conversions and changes of use) with the capacity to provide 10 or more self-contained units should provide 35% of the total dwellings as affordable dwellings.

Affordable dwellings should be delivered on-site. However, in exceptional circumstances a financial contribution may be accepted by the Council in order to provide affordable dwellings off-site where the other sites may be more appropriate to provide affordable dwellings than the site of the proposed development.

Affordable dwellings should incorporate a mix of tenures and sizes prioritising rented dwellings at social rent levels. To most effectively meet the district's housing needs the Council will require the following mix of tenure:

- i. 25% of homes to be available as First Homes, and
- ii. 70% of the remaining qualifying development will be affordable/ social rented, and 30% as other forms of affordable homes.

The dwelling mix should be in accordance with the most up-to-date LHNA (Table 11.1) unless an alternative approach can be demonstrated to be more appropriate where proven to be necessary due to viability constraints.

The exact tenure split on each site will be a matter for negotiation, taking account of up-to-date needs assessments and the characteristics of the area.

A minimum of 20% of affordable dwellings (for which the Council is responsible for allocating or nominating a person(s) to live in that dwelling) constructed should be built to Building Regulation Standard M4(3) Category 3: Wheelchair Accessible Standards, taking account of the suitability and viability of the site.

Affordable dwellings should be appropriately distributed throughout a new development and should be designed to a high quality, with the same or a consistent external appearance as for market dwellings. Where a site is sub-divided, the Council will expect each sub-division to contribute proportionally towards achieving the amount of affordable dwellings which would have been applicable on the whole site.

Where a developer states that exceptional development costs mean it is not possible to meet the full requirements for the delivery of affordable dwellings the burden of proof will be on them to demonstrate this to the Council and the evidence must be supported by a PPG-compliant developer-funded viability assessment agreed with the Council (through an open book approach).

Sub-Division of Existing Dwellings and Homes in Multiple Occupation (HMOs)

11.39 Shared accommodation, including well designed Houses in Multiple Occupation (HMOs), play a role in providing housing for people on low incomes, those on benefit payments and young professionals. These are often the only choice of housing for people who would otherwise be homeless.

11.40 Conversions from houses to high quality flats or HMOs can provide a useful addition of smaller dwellings to the housing stock. However, it is important that conversions provide a high standard of accommodation and promote and retain housing choice. When considering proposals for conversion the Council will consider the impact on the mix of dwellings locally, the character of the area and on the amenity of adjoining dwellings. To ensure the quality of any new accommodation is high and that it supports a good quality of life it is important that proposals are consistent with the

space standards for both internal and external space (**Core Policy 55: Residential Space Standards**).

Core Policy 57: Sub-Division of Dwellings and Homes in Multiple Ownership

Applications for the subdivision of a dwelling into two or more dwellings or for Houses in Multiple Occupation, will be permitted provided that:

- i. the proportion of dwelling units in multiple occupation or subdivided (including the proposal) within a 100m radius of the application site does not exceed 10% of total dwelling units
- ii. the proposal does not result in a non-HMO or non-subdivided dwelling being sandwiched between two HMOs or conversions
- iii. the proposal does not lead to a continuous frontage or concentration of HMOs or conversions, and
- iv. the proposal does not harm the amenity of the area by ensuring
 - a. adequate parking provision, including prevention of loss of garden space as car parking, and
 - b. adequate provision for the storage of refuse containers, and
 - c. amenity space is provided in accordance with the Essex design guide (or subsequent guidance).

Custom and Self-Build Homes

- 11.41 Custom and self-build homes are another route to achieving home ownership. The Council will encourage opportunities to bring more custom and self-build homes forward through development using **Core Policy 58: Custom and Self-Build Housing**. There is one main difference between the two forms of development, with custom build being where a person commissions a specialist developer to help them to deliver their own home or where they can make choices about the design, layout or style of the home; whilst self-build is where a person is more directly involved in actually organising and constructing their home more directly. The legal definition of self-build and custom house building is set out in the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) as : “self-build and custom housebuilding” means the building or completion by “(a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals”.
- 11.42 This definition will be used to determine whether or not a home can be categorised as a custom or self-build house.
- 11.43 There are a number of mechanisms for delivering custom and self-build homes, ranging from people finding their own plot and building their own home, to developers providing serviced plots for people to design and have their own home built, to sites being specifically acquired, marketed and delivered by a builder or developer as custom build where the builder will construct the custom homes for an individual to their chosen design or specification.
- 11.44 For the three-year period that ended on the 31st October 2022 the Council had permitted 278 plots that could be considered suitable for custom or self-build purposes. For the year October 2021-October 2022 there were 5 individual requests on the register.

- 11.45 **Core Policy 58: Custom and Self-Build Housing** is arranged in three parts to enable different opportunities for custom and self-build homes to be brought forward. These homes will be expected to satisfy the requirements of other relevant policies in the Development Plan. Part one, in broad terms outlines support for custom and self-build proposals and is aimed at individuals seeking permission for their own plot. Part two is intended for landowners/developers seeking permission for a site capable of delivering anything from one or more plots. However, the subtle difference to this section of the policy is that landowners/developers have no desire to build all (or any) of these for themselves. Part two requires the design parameters to be agreed at outline permission through the development of plot passports which are agreed through the planning permission process.
- 11.46 Plot passports have a role to play alongside design codes; they are a simple way of helping private homebuilders understand what they can build on a site. A plot passport is a succinct summary of the design parameters for a given plot. They add value by acting as a key reference point for the purchaser, capturing relevant information from the planning permission, design constraints and procedural requirements in an easily understandable and readily accessible format. Most are between one and four pages long and can form part of the marketing material available for the plot. The details set out in part two are a baseline for landowners/developers to set a vision for the site. However, landowners/developers may wish to include more detail within the plot passport such as costings/images which can then be used to form the marketing of the plot subject to planning been approved, in accordance with local and national planning policy.
- 11.47 Part three is aimed at larger schemes of 100 or more dwellings requiring developers to provide 5% of all homes as custom and self-build plots. Sites of this scale will be informed by master planning and the applicant can apply design codes to ensure that any custom and self-build homes have clear parameters of what will be considered acceptable within the development when viewed holistically. This will help provide certainty to the Council but also to the developer of the wider site. Such design codes should not stifle innovation and creativity for potential custom and self-builders but should help to ensure that the development as a whole is well-designed. The aim is to create a unique and sustainable sense of place that will be everlasting for future generations whilst still respecting the context of the site.
- 11.48 Requiring 5% of dwellings as self-build or custom-build on sites of 100 homes will ensure there is sufficient supply coming forward to meet the identified need. Even though sufficient self-build and custom-build development has been provided in the past, this was during a period of relatively high speculative development, which will reduce once the Local Plan is adopted.
- 11.49 It is important to remember that any proposals for self-build or custom-build will still need to comply with **Core Policy 56: Affordable Dwellings**.

Core Policy 58: Custom and Self-Build Housing

Individual Plots

Proposals for self and custom build dwellings consistent with the policies of this Local Plan, to be built and occupied by the applicant or to be built on behalf of the applicant, will be supported in principle.

Multiple Plots

When outline permission or permission in principle is sought for plots for custom and self-build homes and where details of each plot will be secured via a custom/self-builder at a later date, a plot passport is required.

Plot Passport should, as a minimum, should summarises the main marketing details and specifications of the plot to include:

- i. the site location
- ii. the plot size (m²)
- iii. the ratio of built footprint to overall plot size
- iv. the indicative developable footprint
- v. permissible building lines
- vi. side spacing requirements, and
- vii. building heights.

Additional specifications, such as but not limited to materials, landscaping details, and access arrangements may be required on each plot where local context, a planning permission, or a permission in principle indicates this is necessary.

Detailed applications for custom and self-build homes on plots with a plot passport will be expected to adhere to the parameters of the plot passport and clearly demonstrate how the criteria have been satisfied. Applications which satisfy the requirements of the plot passport will be supported in principle.

Any variations on the plot passport parameters in a detailed application will require full justification for the changes to demonstrate that they are suitable for the plot if they are to be supported.

Provision of Plots on Larger Sites

Proposals for 100 or more dwellings will provide serviced plots to deliver at least 5% of the total number of dwellings on the site as self-build or custom build homes. All plots set aside for self-build or custom build housing (secured via a legal agreement or planning condition) must include:

- viii. legal access onto a public highway
- ix. water, foul and other drainage, broadband connection, and electricity supply available at the plot boundary
- x. sufficient space to build without compromising neighbouring properties and their amenity and the amenity of future occupiers, and
- xi. an agreed design code or plot passport for the plots.

If plots remain unsold after a thorough and proportionate marketing exercise which includes making details available to people on the custom and self-build register in Uttlesford, and covers a period of at least 18 months from the date at which the plots are made available (with the 18 month time frame not commencing until thorough and appropriate marketing is in place); These plots may be built out as conventional market

housing subject to detailed permission being secured and that viii) and xi) have been satisfactorily concluded.

The Metropolitan Green Belt

- 11.50 Part of the south of the district falls within the Metropolitan Green Belt. The primary aim of Green Belt designation is to prevent urban sprawl by keeping land permanently open. The Metropolitan Green Belt serves five purposes, which are:
- i. check the unrestricted sprawl of large built-up areas
 - ii. prevent neighbouring towns merging into one another
 - iii. to assist in safeguarding the countryside from encroachment
 - iv. to preserve the setting and special character of historic towns, and
 - v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 11.51 The boundaries of the Metropolitan Green Belt were approved as part of the adoption of the Uttlesford Local Plan 1995. These boundaries were then carried forward unamended by the 2005 Uttlesford Local Plan.
- 11.52 The Metropolitan Green Belt boundary surrounds the settlements of Birchanger, Little Hallingbury and Hatfield Heath, however, their respective settlement envelopes are excluded from the Metropolitan Green Belt designation. Further, the southern extents of Stansted Mountfitchet, White Roding, and Leaden Roding are bounded by the Metropolitan Green Belt. No other settlements within the District are washed over or bounded by the Metropolitan Green Belt. Proposals for development within the Green Belt will be considered in accordance with **Core Policy 3: Settlement Hierarchy**.

Core Policy 59: The Metropolitan Green Belt

The Metropolitan Green Belt boundaries within Uttlesford District will be maintained in order to:

- i. check the unrestricted sprawl of large built-up areas
- ii. prevent neighbouring towns merging into one another
- iii. to assist in safeguarding the countryside from encroachment
- iv. to preserve the setting and special character of historic towns, and
- v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Development proposals within the Green Belt will be assessed in accordance with government policy contained in the NPPF and other relevant Development Plan Policies.

Gypsy, Traveller and Travelling Showpeople

- 11.53 Meeting the identified housing needs of all sections of our community, including Gypsies, Travellers and Travelling Showpeople is a key objective of this plan. To achieve this the Council is assessing the accommodation needs of the local

community and considered the needs of people residing in or visiting a borough with respect to sites for caravans.

- 11.54 The NPPF and subsequent legislation requires Councils to identify sites to meet the accommodation needs of all communities within their area. This includes the needs of the Gypsy and Traveller community and Travelling Showpeople. The Government's overarching aim is to ensure fair and equal treatment for this group , in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.
- 11.55 Councils are also required to set out criteria by which any relevant application will be assessed. Local planning authorities must use robust evidence to establish accommodation needs when preparing Local Plans and making planning decisions. As such, the Essex Authorities commissioned ORS (Opinion Research Services) to undertake a review of the 2016 Gypsy and Traveller Accommodation Assessment (GTAA), which is set to be completed in 2024 . This will meet the requirements of the Housing Act (1985), the Housing and Planning Act (2016), the NPPF (2019) and Planning Policy Guidance (2014) as amended by Planning Policy for Traveller Sites (2015) (which included a change to the definition of Traveller for planning purposes).
- 11.56 The main objective of the GTAA will be to assist the respective authorities in determining an appropriate level of pitch and plot provision for their area to inform the policies and proposals of our Local Plans. It will provide the Councils with robust, defensible and up-to-date evidence about the accommodation needs of Gypsies and Travellers and Travelling Showpeople and will identify the level of need that Uttlesford needs to plan for. These requirements will be included in the next version of the Local Plan to be published in 2024.
- 11.57 **Core Policy 60: The Travelling Community**, will be used to inform decision making on planning applications for new traveller community pitches. The precise need for Uttlesford will be reviewed in the next (Regulation 19) version of the Plan as state above.

Core Policy 61: The Travelling Community

Applications for Gypsy, Traveller and Travelling Show people accommodation will be supported subject to the following criteria being met:

- i. it addresses an identified need
- ii. the proposal is well related to the size and location of the site and respects the scale of nearby communities

- iii. it provides a satisfactory residential amenity both within the site and for neighbouring occupiers and there is no significant impact on the amenity of nearby communities
- iv. adequate provision is made for on-site facilities for storage, play, residential amenity, parking, access as well as utility provision for the number of pitches/plots proposed, and
- v. it is in a sustainable location in terms of accessibility to local services and facilities, such as being no further than 4.8km from the edge of a settlement with a secondary school or no further than 3.2km from the edge of a settlement with a primary school.

11.58 The GTAA will also consider the need for transit pitches. If a need is identified, the Council will work with the County Council, National Highways and neighbouring authorities to investigate the potential for transit sites along the strategic road network. Applications will be assessed against Core Policy 62: Transit Sites. As a general rule of thumb 6-8 pitches is considered a reasonable size for a transit site as this would enable families travelling together to stay together.

Core Policy 62: Transit Sites

Applications for transit sites will be approved subject to the following criteria being met:

- i. it addresses an identified need
- ii. the proposal is well related to the size and location of the site and respects the scale of nearby communities
- iii. it provides a satisfactory residential amenity both within the site and for neighbouring occupiers and there is no significant impact on the amenity of nearby communities, and
- iv. there is no significant impact on the strategic road network.

The Historic Environment

11.59 Uttlesford has a rich historic environment that is both a complex and irreplaceable resource. It has developed through a history of human activity spanning many thousands of years. Some of the resource is hidden in the form of archaeological deposits. Other elements, such as the historic landscape, are the highly visible result of many years of agricultural, industrial and commercial activity. The 'built' part of the historic environment is equally rich with towns, villages and hamlets set in the gently rolling countryside. There is a wealth of fine buildings, many of them ancient and listed and these buildings with their varied styles and methods of construction span many centuries.

11.60 The quality of the cultural heritage in the district is very high with around 3,700 Listed Buildings, 36 Conservation Areas and seven Registered Parks and Gardens, as well

as 73 Scheduled Monuments and more than 4,000 records of archaeological sites and finds in the district.

- 11.61 The historic environment is a fundamental part of the district's environmental infrastructure but it is sensitive to change and needs to be properly understood to make sure it is managed and conserved. There may be opportunities to enhance the historic environment and it is important that these are realised. It is equally important that adverse impacts associated with development, whether they are direct such as new building or indirect such as traffic generated by development, are avoided or minimised.
- 11.62 The Council will continue to work in partnership with archaeology, design and other specialists to make sure that only development which protects and enhances the historic environment is approved.
- 11.63 The Council has carried out a series of Conservation Area Appraisals leading to management plans and some communities have produced their own design advice through Town and Village Design Statements. New development will be expected to comply with such advice where this has been approved by the Council.
- 11.64 There are 73 Scheduled Monuments in the District, shown on the policies map. Any work which might affect a scheduled monument either above or below ground level will require consent from Historic England. Within the District, over 4,000 sites of archaeological interest are recorded on the Historic Environment Record (HER) maintained by Essex County Council. These sites are not shown on the policies map and enquiries should be made to the County Archaeologist. The Historic Environment Record represents only a fraction of the total. Many potentially important sites remain undiscovered and unrecorded. Archaeological sites are a finite and non-renewable resource. As a result, it is important to make sure that they are not needlessly or thoughtlessly destroyed.
- 11.65 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 significance will be weighed against the relative significance of the archaeology.
- 11.66 Applicants proposing development affecting a scheduled monument or site of archaeological significance need to consult Historic England's National List for England (NHLE)²⁴ and explain how the significance of the heritage asset will be affected. The developer will be expected to fund the pre-application survey work and any agreed preservation and recording work.
- 11.67 There are seven Historic Parklands, Parks or Gardens identified on the Policies Map whose character remains relatively intact and are included in the Historic England Register of Historic Parks and Gardens. The desirability of preserving historic parks and gardens and their settings is a material consideration in determining planning applications whether the park or garden is designated or undesignated. Development which would substantially harm Audley End Park as a Grade I historic park and Bridge End Gardens, Saffron Walden as a Grade II* historic garden are unlikely to be acceptable unless in wholly exceptional circumstances.

²⁴ Available at: 

Core Policy 63: The Historic Environment

All development proposals should **conserve**, and where appropriate enhance, the special character, appearance and distinctiveness of Uttlesford District's historic environment. This should include conserving the significance of its designated and non-designated heritage assets, in a manner appropriate to their historic character and significance, and in a viable use that is consistent with their conservation.

In determining applications, great weight and importance will be given to conserving the significance of designated heritage and non-designated assets, including:

- i. the special architectural and historic interest of **Listed Buildings**, including with regard to their character, fabric and their settings
- ii. the special architectural and historic interest, character and/ or appearance of the District's **Conservation Areas** and their settings, including the contribution their surroundings make to their physical, visual and historic significance
- iii. the special archaeological and historic interest of nationally important **monuments** (whether Scheduled or not), both with regard to their fabric and their settings, and
- iv. the special cultural, architectural and historic interest of **Registered Parks and Gardens**, and Registered **Battlefields**, including the contribution their surroundings make to their physical, visual and historical significance.

Listed Buildings

Proposals which would **harm** the significance of a designated will not be approved, unless there is a clear justification, using the balancing principles set out in national policy and guidance.

All applications which affect, or have the potential to affect, heritage assets will be expected to provide a **heritage statement** using appropriate expertise to describe the significance of the assets, their setting and historic landscape context of the application site, at a level of detail proportionate to the historic significance of the asset or area, using recognised methodologies and, if necessary, a field survey. The Historic Environment Record should be consulted as a minimum. The level of assessment should be proportionate to the proposal and shall be sufficient to understand the potential impact of the proposal on the asset's historic, architectural and archaeological features, significance and character.

Archaeological Assets

Where nationally important **monuments and archaeological assets**, 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 for example through modification of design, layout, drainage, landscaping or the siting and location of foundations. The Council will seek the preservation in situ of monuments and archaeological assets unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss or all of the following apply:

- i. the nature of the heritage asset prevents all reasonable uses of the site
- ii. no viable use of the site itself can be found in the medium term through appropriate marketing that will enable its conservation
- iii. conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible, and
- iv. the harm or loss is outweighed by the benefit of bringing the site back into use.

Development which could adversely affect sites, structures, landscape or buildings or **archaeological interest** and their settings will require an assessment of the archaeological resource through a desk-top study, and where appropriate a field evaluation.

In situations where there is evidence to suggest that historic assets or their settings would be affected, an **archaeological field assessment** should be submitted as part of any planning application. The assessment must define the significance of the assets and the impact of the proposed development thus allowing an informed and reasonable planning decision to be made. In the circumstances where preservation in situ is not possible or feasible, then development will not be permitted until a programme for excavation, investigation and recording has been submitted and agreed by way of a pre-commencement condition.

Historic Parks and Gardens

Development will only be permitted provided it sustains and enhances the significance of **Historic Parks and Gardens** such as their principal or associated buildings and structures, formal and informal open spaces, ornamental gardens, kitchen gardens, plantations and water features.

- 11.68 Development proposals for the **re-use** of heritage assets will be favourably considered where the proposals represent the optimum viable re-use and are consistent with their conservation. Proposals will be considered against the wider social, cultural, economic and environmental benefits that the historic environment can bring.
- 11.69 Proposals to introduce **energy efficiency** and renewable energy measures affecting heritage assets will be approached positively and weighed against harm to the significance of the heritage asset and the wider historic environment.
- 11.70 The Council will work proactively to safeguard **heritage assets at risk** identified on the Local Buildings at Risk Register and the national Heritage at Risk Register by using statutory powers to secure urgent works and repairs as necessary, where there is identified harm, immediate threat or serious risk to its preservation.
- 11.71 The Council will continue to work alongside owners and relevant partners including, Essex County Council, Historic England and other heritage bodies to secure the restoration and optimum viable re-use of **heritage assets at risk**.
- 11.72 As set out in **Core Policy 63: The Historic Environment**, development will not be permitted that would adversely affect **archaeological** remains and their settings unless the applicant can demonstrate that the archaeological resource will be physically preserved in-situ, or if appropriate to their significance, a suitable strategy has been put forward to mitigate the impact of development proposals.
- 11.73 Where the loss of a heritage asset is considered acceptable, the developer will be responsible for making appropriate provision for a programme of **archaeological** investigation, recording, analysis and publication that will ensure the site is preserved by record prior to destruction. Such measures will be secured either by planning agreement or by a suitable planning condition.

Design of Development within or affecting the setting of Conservation Areas

- 11.74 There are 36 individual Conservation Areas in the district distributed across 51 parishes. It is important that the development pressures on the district are managed in ways that protect and enhance the built environment and avoid inappropriate development. The Council has produced and published Conservation Area Appraisals for all the Conservation Areas and applied Article 4 directions in a number of settlements as appropriate to limit certain permitted development rights within these areas.
- 11.75 Within a Conservation Area, most renewable energy equipment can be installed on or within the curtilage of a non-Listed Building without planning permission. Where planning permission is required, the policy identifies the criteria which need to be met to make sure there is no loss of the special interest or significance of the Conservation Area.
- 11.76 Development adjacent to or even some distance from a Conservation Area may impact on the setting and subsequently the significance of the heritage asset. Applications for development outside of the Conservation Area which would impact upon its character and setting need to refer to the Conservation Area Appraisal, and justify how the proposed development would conserve or enhance the character of the Conservation Area as identified in the appraisal.

Core Policy 64: Design of Development Within Conservation Areas

Proposals for development in a Conservation Area or affecting the setting of a Conservation Area must conserve or enhance its special interest, character, appearance and setting. In particular special attention will be paid to:

- i. the location, form, scale, massing, density, height, layout, landscaping, use, alignment and external appearance of the development
- ii. views within, into or out of the Area
- iii. the pattern of development and the effects upon Local Green Spaces, other important green spaces, and other gaps or spaces between buildings and the historic street pattern which make a positive contribution to the character in the Conservation Area
- iv. the wider social and environmental effects generated by the development, and any loss or harm to features that makes a positive contribution to the special interest, character or appearance of the Conservation Area, unless the development would make an equal or greater contribution;

Applications for the demolition of a building in a Conservation Area will only be permitted where it has been demonstrated that:

- v. the building detracts from or does not make a positive contribution to the special interest, character or appearance of the Conservation Area, or
- vi. the building is of no historic or architectural interest or is wholly beyond repair and is not capable of beneficial use, and
- vii. any proposed replacement building makes an equal or greater contribution to the special interest, character or appearance of the Conservation Area.

Wherever possible the sympathetic restoration and re-use of buildings that make a positive contribution to the special interest, character and appearance of a Conservation Area will be encouraged, thereby preventing harm through the cumulative loss of features which are an asset to the Conservation Area.

Development Affecting Listed Buildings

- 11.77 There are over 3,700 Listed Buildings or structures in the district. This represents about one quarter of the number of Listed Buildings in Essex. In addition, any building or structure within the curtilage, which belonged with the main building when it was listed, and which was built before 1 July 1948, is also viewed as a Listed Building. Features listed in this way are referred to as 'Curtilage Listed'.
- 11.78 The Listed Buildings in the District vary widely both in age, character and their vernacular materials. Clay tile, slate and long straw thatch are used for roof materials. The stock of buildings with long straw thatch is big enough to be a cluster of regional architectural importance which it is important to retain and repair with long straw when needed. Although timber framed buildings predominate, some historic buildings are constructed of brick and stone. External finishes include lime based render and many excellent examples of pargetting, flintwork and weatherboarding. Every period from before the Norman Conquest is represented, but over 40% of all Listed Buildings date from the 17th century.
- 11.79 When considering the special architectural or historic interests of a Listed Building the following are broad examples of what will be taken into account: the structural frame or fabric; the plan form; roofing material; external cladding; the proportion, detail and arrangement of doors and windows, interior floor plans; interior finishes and features of special interest to the building. Proposals to remove later additions which detract from the significance of the building with a view to replacing these with features which better reveal the significance of the heritage asset e.g., the replacement of non-original windows will normally be treated sympathetically provided the design and quality of the materials, etc respect the historic nature of the building.
- 11.80 Proposals for the conversion of a Listed Building may result in a form of development which would not normally be allowed e.g., conversion to a dwelling outside development limits. Such a proposal maybe approved if the applicant can demonstrate that the conversion scheme is the most appropriate way to secure the future of the Listed Building and the conversion can be carried out in a sympathetic manner without damage to the fabric, setting or architectural and historic interest of the building.
- 11.81 Whilst some minor measures to improve the energy efficiency of a Listed Building can be undertaken without the need for consent any works which would affect the special architectural or historic interest of a Listed Building would require Listed Building consent. Applicants are advised to have early discussions with the Council's Conservation Officer.
- 11.82 Applications for development affecting a Listed Building need to describe the significance of the Listed Building or structure affected including any contribution made by their setting and should explain how the proposal would preserve its special character and significance. This should be proportionate to the asset's significance.

Core Policy 65: Development Affecting Listed Buildings

Proposals for additions or alterations to, or change of use of, a Listed Building (including partial demolition) or for development within the curtilage of, or affecting the setting of, a Listed Building, should:

- i. conserve or enhance the special architectural or historic interest of the building's fabric, detailed features, appearance or character and setting
- ii. respect the building's historic curtilage or context or its value within a group and/ or its setting, including its historic landscape or townscape context, and
- iii. retain the special interest that justifies its designation through appropriate design that is sympathetic both to the Listed Building and its setting and that of any adjacent heritage assets in terms of siting, size, scale, height, alignment, materials and finishes (including colour and texture), design, details and form.

In cases where planning permission might not normally be granted for a change of use favourable consideration will be given to conversion schemes that represent the most appropriate way of conserving the Listed Building, its architectural and historic characteristics and its setting.

Development involving the installation of renewable energy equipment on a Listed Building will be acceptable if the following criteria are met:

- i. locations other than on a Listed Building have been considered and dismissed as being impracticable
- ii. there is no irreversible damage to significant parts of the historic fabric, and
- iii. the location of the equipment on the Listed Building would not cause harm to its character or appearance.

Non-Designated Heritage Assets of Local Importance

- 11.83 The District benefits from a wealth of non-designated or Listed Buildings that are considered to be locally significant and make a positive contribution to the character and distinctiveness of Uttlesford. This may be due to their historic, aesthetic, evidential or communal value, or a combination of these factors. This may include houses, shops, schools, village halls, churches and even important walls, railings or fingerposts.
- 11.84 The Council's Local List of Heritage Assets²⁵ identifies assets which although not statutorily listed make an important architectural or historical contribution to the local area and merit protection from development which adversely affects them.
- 11.85 The Council may identify new heritage assets at any stage of the planning process and their identification would be a material consideration in any planning decision.
- 11.86 Development proposals which would have an adverse impact upon the character, form and fabric of the heritage asset of Local interest and/ or would have a detrimental impact on the setting of the asset, will be assessed on a case by case basis, balancing the scale and significance of the harm, against the positive impact of enabling development.
- 11.87 Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, will be considered subject to **Core Policy: 63 The Historic Environment**²⁶,

²⁵ UDC, Local List, Available at: <https://www.uttlesford.gov.uk/local-heritage-list>

²⁶ Footnote 68, NPPF, 2023. Available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Core Policy 66: Non-Designated Heritage Assets of Local Importance

The planning authority will seek to ensure the retention, enhancement, and viable use of heritage assets of local interest. The design and the materials used in proposals affecting these assets should be of a high standard and in keeping with their character and local significance.

Development proposals will be supported where they seek to enhance the heritage asset of Local interest.

12: Monitoring and Implementation

- 12.1 This chapter provides an overview of how the Council will monitor and implement the strategy set out within this Local Plan 2041 including its Strategic Vision and policies.
- 12.2 Monitoring allows us to understand whether the Plan policies are working as intended and if they are effective. Monitoring the Plan is critical in ensuring the successful delivery of the Plan and to shape the development of any future Development Plans for the District.
- 12.3 The revised NPPF (2021) requires the Council to maintain a 5-year land supply. This requires any plan allocations to be sufficient to provide a rolling five-year period of housing delivery to be identified and assessed against the local housing need, including a 5% buffer to ensure competitiveness in the market. Should there be significant under delivery of housing within the district, a more substantial 20% buffer may apply. The Council will publish information annually within their Authority Monitoring Report to show the progress of housing delivery and the broader implementation of the Local Plan.
- 12.4 The Council will work jointly with stakeholders to deliver Local Plan 2041 objectives. This will include partnership working with both public agencies and the private sector and is necessary to ensure development progresses in a manner consistent with the strategy identified in this plan.
- 12.5 The Council has included a Monitoring Framework at **Appendix 16**, which identifies how the Council will monitor the effectiveness and implementation of the Uttlesford Local Plan 2021-2041 for each policy. The Council recognises that appropriate action will need to be taken if implementation of the plan is clearly off track and triggers for action are set out within the Monitoring Framework.
- 12.6 The Council is also aware that the plan needs to be resilient to changing circumstances and be flexible and responsive if the plan is not delivering in accordance with the Monitoring Framework. **Core Policy 66: Monitoring and Implementation**, sets out the Council's intended approach.

Core Policy 66: Monitoring and Implementation

The Council will monitor progress towards the achievement of indicators and targets set out within the Monitoring Framework (as set out in Appendix ADD). The Authority Monitoring Report will be produced on a least an annual basis and will be used to establish whether the implementation of the Plan, either in part or as a whole, is being effectively actioned. Where there is evidence to suggest that policy specific targets listed in the Monitoring Framework have not been met, contingency measures and actions listed in the Monitoring Framework will apply.

Contingency measures may include once or more of the following:

- i. seeking to accelerate delivery on other permitted or allocated sites
- ii. seeking alternative sources of funding if a lack of infrastructure is delaying development or causing significant problems as a result of new development
- iii. identifying alternative deliverable sites that are in general accordance with the Spatial Strategy of the Plan, and
- iv. undertaking a full or partial review of the Local Plan, if investigation indicates that its strategy, either in whole or in part, is no longer appropriate.

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Draft Uttlesford Local Plan 2021 – 2041:
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Main Appendices

Table of Contents

Appendix 1 - Schedule of Policy Replacement1
Appendix 2 - Site Development Template: North Area Strategy*	
Appendix 3 - Site Development Template: South Area Strategy*	
Appendix 4 - Site Development Template: Thaxted Area Strategy*	
Appendix 5 - London Stansted Airport Aircraft Safeguarding Zone7
Appendix 6 - Strategic Transport Schemes Safeguarded land.....	8
Appendix 7 - Countryside Protection Zone Revised Boundaries11
Appendix 8 - Core Policy 23 Additional Information12
Appendix 9 - Chalk Streams in Uttlesford20
Appendix 10 - Local Wildlife Sites21
Appendix 11 - Special Roadside Verges Map22
Appendix 12 - Hatfield Forest Zone of Influence Map23
Appendix 13 - Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) Zone of Influence Map.....	24
Appendix 14 - Existing Employment Sites25
Appendix 15 - Retail Boundaries for Key Settlements and Local Rural Centres26
Appendix 16 - Monitoring Framework30
Glossary45

**Located in separate document – Site Templates*

Appendix 1 – Schedule of Policy Replacement

The Uttlesford Local Plan 2021 to 2041, once adopted, replace all policies of the Uttlesford Local Plan 2005 saved under Paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004. The following table shows comprehensive list of all saved policies and how these have been considered or replaced through the emerging Uttlesford Local Plan for consultation.

Policy Ref	Saved Local Plan Policy (Adopted Local Plan 2005)	Replacement Policy Title
S1	Settlement Boundaries for the Main Urban Areas	Core Policy 3: Settlement Hierarchy
S2	Settlement Boundaries for Oakwood Park, Little Dunmow, and Priors Green, Takeley	Core Policy 3: Settlement Hierarchy
S3	Other Settlement Boundaries	Core Policy 3: Settlement Hierarchy
S4	Stansted Airport Boundary	Core Policy 11: London Stansted Airport
S5	Chesterford Park Boundary	Core Policy 45: Protection of Existing Employment Space Core Policy 51: Tourism and the Visitor Economy
S6	Metropolitan Green Belt	Core Policy 59: The Metropolitan Green Belt
S7	The Countryside	Core Policy 3: Settlement Hierarchy
S8	The Countryside Protection Zone	Core Policy 12: Stansted Airport Countryside Protection Zone
GEN1	Access	Core Policy 27: Providing for Sustainable Transport and Connectivity Core Policy 28: Assessing the impact of Development on Transport Infrastructure Core Policy 29: Active Travel – Walking and Cycling Core Policy 33: The Movement and Management of Freight
GEN2	Design	Core Policy 52: Good Design Outcomes and Process
GEN3	Flood Protection	Will be addressed in Cabinet Version of Plan
GEN4	Good Neighbourliness	Core Policy 41: Pollution and Contamination Core Policy 42: Air Quality Core Policy 43: Noise
GEN5	Light Pollution	Core Policy 41: Pollution and Contamination
GEN6	Infrastructure Provision to Support Development	Core Policy 5: Providing Supporting Infrastructure and Services
GEN7	Nature Conservation	Core Policy 37: The Natural Environment Core Policy 38: Green and Blue Infrastructure Core Policy 39: Biodiversity
GEN8	Vehicle Parking Standards	Core Policy 32: Parking Standards
E1	Distribution of Employment Land	Core Policy 4: Meeting Business and Employment Needs
E2	Safeguarding Employment Land	Core Policy 45: Protection of Existing Employment Space
E3	Access to Workplaces	Core Policy 27: Providing for Sustainable Transport and Connectivity

E4	Farm Diversification: Alternative Use of Farmland	Core Policy 51: Tourism and the Visitor Economy Core Policy 22: Rural Diversification
E5	Re-Use of Rural Buildings	Core Policy 22: Rural Diversification Development Policy 1: New Dwellings in the Countryside
ENV1	Design of development within Conservation Areas	Core Policy 63: Design of Development Within Conservation Areas
ENV2	Development affecting Listed Buildings	Core Policy 64: Development Affecting Listed Buildings
ENV3	Open Spaces and Trees	Core Policy 37: The Natural Environment Core Policy 38: Green and Blue Infrastructure
ENV4	Ancient Monuments and Sites of Archaeological Importance	Core Policy 62: The Historic Environment
ENV5	Protection of Agricultural Land	National Policy Core Policy 2: Meeting Our Housing Needs Core Policy 3: Settlement Hierarchy
ENV6	Change of Use of Agricultural Land to Domestic Garden	Development Policy 5: Change of Use of Agricultural Land to Domestic Gardens
ENV7	The Protection of the Natural Environment Designated Sites	Core Policy 37: The Natural Environment
ENV8	Other Landscape Elements of Importance for Nature Conservation	Core Policy 37: The Natural Environment Core Policy 38: Green and Blue Infrastructure Core Policy 39: Biodiversity
ENV9	Historic Landscape	Core Policy 37: The Natural Environment Core Policy 40: Landscape Character Core Policy 63: The Historic Environment
ENV10	Noise Sensitive Development and Disturbance from Aircraft	Core Policy 43: Noise
ENV11	Noise Generators	Core Policy 43: Noise
ENV12	Groundwater Protection	Core Policy 35: Water Supply and Protection of Water Resources Core Policy 36: Chalk Streams Protection and Enhancement
ENV13	Exposure to Poor Air Quality	Core Policy 42: Air Quality
ENV14	Contaminated Land	Core Policy 41: Pollution and Contamination
ENV15	Renewable Energy	Core Policy 23: Net Zero Operational Carbon Development Core Policy 26: Renewable Energy Infrastructure
H1	Housing Development	Core Policy 2: Meeting Our Housing Needs
H2	Reserve Housing Provision	Site completed (Land south of Ashdon Road, Saffron Walden). No replacement policy required.
H3	New Houses within Development Limits	Core Policy 3: Settlement Hierarchy
H4	Backland Development	Core Policy 52: Good Design Outcomes and Process

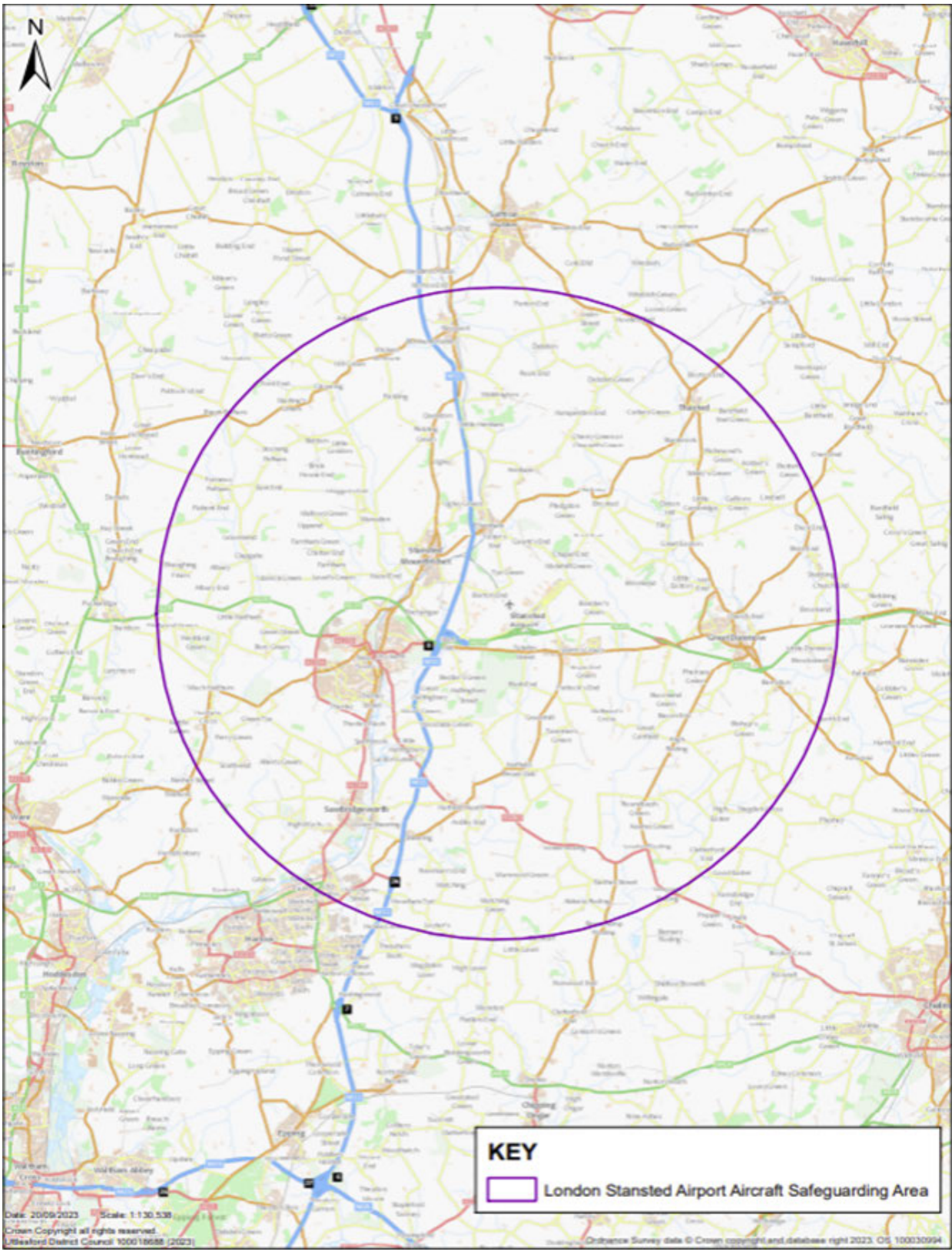
H5	Subdivision of Dwellings	Core Policy 57: Sub-Division of Dwellings and Homes in Multiple Ownership
H6	Conversion of Rural Buildings to Residential Use	Development Policy 1: New Dwellings in the Countryside
H7	Replacement Dwellings	Development Policy 2: Replacement of a Dwelling in the Countryside
H8	Home Extensions	Core Policy 52: Good Design Outcomes and Process Development Policy 4: Extension to Dwellings in the Countryside
H9	Affordable Housing	Core Policy 56: Affordable Dwellings
H10	Housing Mix	Core Policy 53: Standards for New Residential Development
H11	Affordable Housing on Exception Sites	Core Policy 21: Affordable housing on Rural Exception Sites
H12	Agricultural Workers' Dwellings	Development Policy 3: Agricultural/Rural Workers' Dwellings in the Countryside
H13	Removal of Agricultural Occupancy Conditions	Development Policy 3: Agricultural/Rural Workers' Dwellings in the Countryside
LC1	Loss of Sports Fields and Recreational Facilities	Core Policy 5: Providing Supporting Infrastructure and Services Will be addressed in Cabinet Version of Plan
LC2	Access to Leisure and Cultural Facilities	Core Policy 5: Providing Supporting Infrastructure and Services Will be addressed in Cabinet Version of Plan
LC3	Community Facilities	Core Policy 5: Providing Supporting Infrastructure and Services Will be addressed in Cabinet Version of Plan
LC4	Provision of Outdoor Sport and Recreational Facilities beyond Settlement Boundaries	Core Policy 5: Providing Supporting Infrastructure and Services Will be addressed in Cabinet Version of Plan
LC5	Hotels and Bed and Breakfast Accommodation	Core Policy 51: Tourism and the Visitor Economy Development Policy 8: Tourist Accommodation
LC6	Land west of Little Walden Road, Saffron Walden	Site completed. No replacement policy required.
RS1	Access to Retailing and Services	Under Review
RS2	Town and Local Centres	Core Policy 50: Retail and Main Town Centre Uses Hierarchy
RS3	Retention of Retail and other Services in Rural Areas	Core Policy 45: Protection of Existing Employment Space
T1	Transport Improvements	All transport schemes identified in 2005 are now delivered. New transport improvements identified are set out in the Area Strategies.
T2	Roadside Services and the new A120	Policy no longer in use.
T3	Car Parking associated with Development at Stansted Airport	Core Policy 11: London Stansted Airport
T4	Telecommunications Equipment	Core Policy 5: Providing Supporting Infrastructure and Services

Chesterford Park Local Policy 1	Identifies land for R&D Employment Development at Chesterford Park	Site completed. No replacement policy required. Core Policy ADD: Protection of Existing Employment Space seeks to safeguard existing employment areas, including Chesterford Research Park.
Elsenham Local Policy 1	Identifies Key Employment Areas in Elsenham	Core Policy 45: Protection of Existing Employment Space
Great Chesterford Local Policy 1	Identifies Key Employment Area at Great Chesterford	Core Policy 45: Protection of Existing Employment Space
Great Chesterford Local Policy 2	Identifies an Employment site at London Road, Great Chesterford	Core Policy 45: Protection of Existing Employment Space
GD1	Development within Great Dunmow Town Centre	Core Policy 50: Retail and Main Town Centre Uses Hierarchy
GD2	Land to the rear of 37-75 High Street, Great Dunmow	Site completed. No replacement policy required.
GD3	Car Park Extension White Street, Great Dunmow	Site completed. No replacement policy required.
GD4	Residential Development within Great Dunmow's Built Up Area	Site completed. No replacement policy required.
GD5	Woodlands Park	Site under construction or completed. No replacement policy required.
GD6	Great Dunmow Business Park	The site has planning permission (UTT/13/1684/OP and UTT/17/3106/DFO) for residential development. No replacement policy required.
GD7	Safeguarding of Existing Employment Areas	Core Policy 45: Protection of Existing Employment Space
GD8	Civic Amenity Site and Depot	Site completed. No replacement policy required.
Oakwood Park Local Policy 1	Oakwood Park (formerly known as the Felsted Sugar Beet Works)	Site completed. No replacement policy required.
SW1	Saffron Walden Town Centre	Core Policy 50: Retail and Main Town Centre Uses Hierarchy
SW2	Residential Development within Saffron Walden's Built Up Area	Site completed. No replacement policy required.
SW3	Land South of Ashdon Road	Site completed. No replacement policy required.
SW4	Land adjoining the Saffron Business Centre	Site completed. No replacement policy required.
SW5	Thaxted Road Employment Site	The majority of the site is completed. The remaining area is considered as part of Core Policy 6: North Uttlesford Area Strategy.

SW6	Safeguarding of Existing Employment Areas, Saffron Walden	Core Policy 45: Protection of Existing Employment Space
SW7	Land west of Little Walden Road	Site completed. No replacement policy required.
AIR1	Development in the Terminal Support Area	Core Policy 11: London Stansted Airport
AIR2	Cargo Handling/Aircraft Maintenance Area	Core Policy 11: London Stansted Airport
AIR3	Development in the Southern Ancillary Area	Core Policy 11: London Stansted Airport
AIR4	Development in the Northern Ancillary Area	Core Policy 11: London Stansted Airport
AIR5	The Long Term Car Park	Core Policy 11: London Stansted Airport
AIR6	Strategic Landscape Areas	Core Policy 38: Green and Blue Infrastructure Core Policy 40: Landscape Character
AIR7	Public Safety Zones	Core Policy 11: London Stansted Airport
SM1	Local Centres, Stansted Mountfitchet	Core Policy 50: Retail and Main Town Centre Uses Hierarchy
SM2	Residential Development within Stansted Mountfitchet's Built Up Area	Sites completed. No replacement policy required.
SM3	Site on the corner of Lower Street and Church Road, Stansted Mountfitchet	Site completed. No replacement policy required.
SM4/BIR1	Rochford Nurseries	Site completed. No replacement policy required.
SM5	Parsonage Farm	Site completed (employment use). No replacement policy required. Core Policy ADD: Protection of Existing Employment Space seeks to safeguard existing employment areas, including the M11 Business Park.
Start Hill Local Policy 1	Identifies Land for Employment Site at Start Hill	Site completed. No replacement policy required.
Takeley/Little Canfield Local Policy 3	Priors Green	Site completed. No replacement policy required.
Takeley Local Policy 4	The Mobile Home Park	Under Review
Takeley Local Policy 5	Safeguarding of Existing Employment Area In Parsonage Road	Core Policy 45: Protection of Existing Employment Space
Thaxted Local Policy 1	Local Centre – Thaxted	Core Policy 50: Retail and Main Town Centre Uses Hierarchy
Thaxted Local Policy 2	Land Adjacent to Sampford Road, Thaxted	Site completed. No replacement policy required.

Thaxted Local Policy 3	Safeguarding Of Employment Areas	Core Policy 45: Protection of Existing Employment Space
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Appendix 5 – London Stansted Aircraft Safeguarding Zone



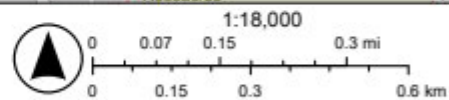
Appendix 6 – Strategic Transport Schemes Safeguarded land.

This is land that will be safeguarded by core policy 8 and 14 In the south and north area strategy chapters. This will be land that will be safeguarded for future development in the longer term, beyond the plan period.

Land to be Safeguarded for Parsonage Lane Cycling and Walking Improvements

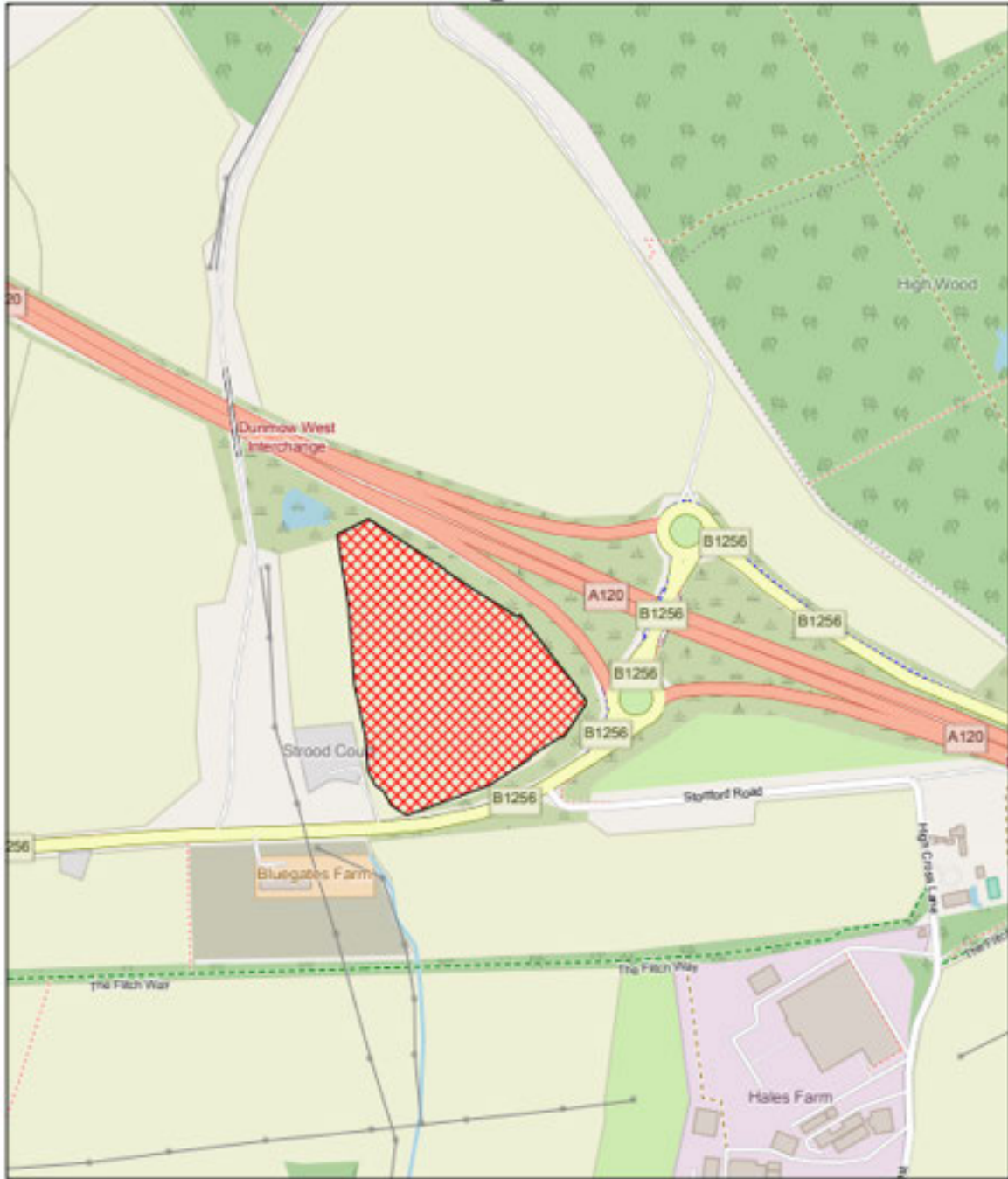


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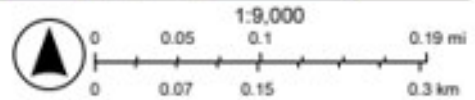


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Land to be Safeguarded for a Mobility Hub

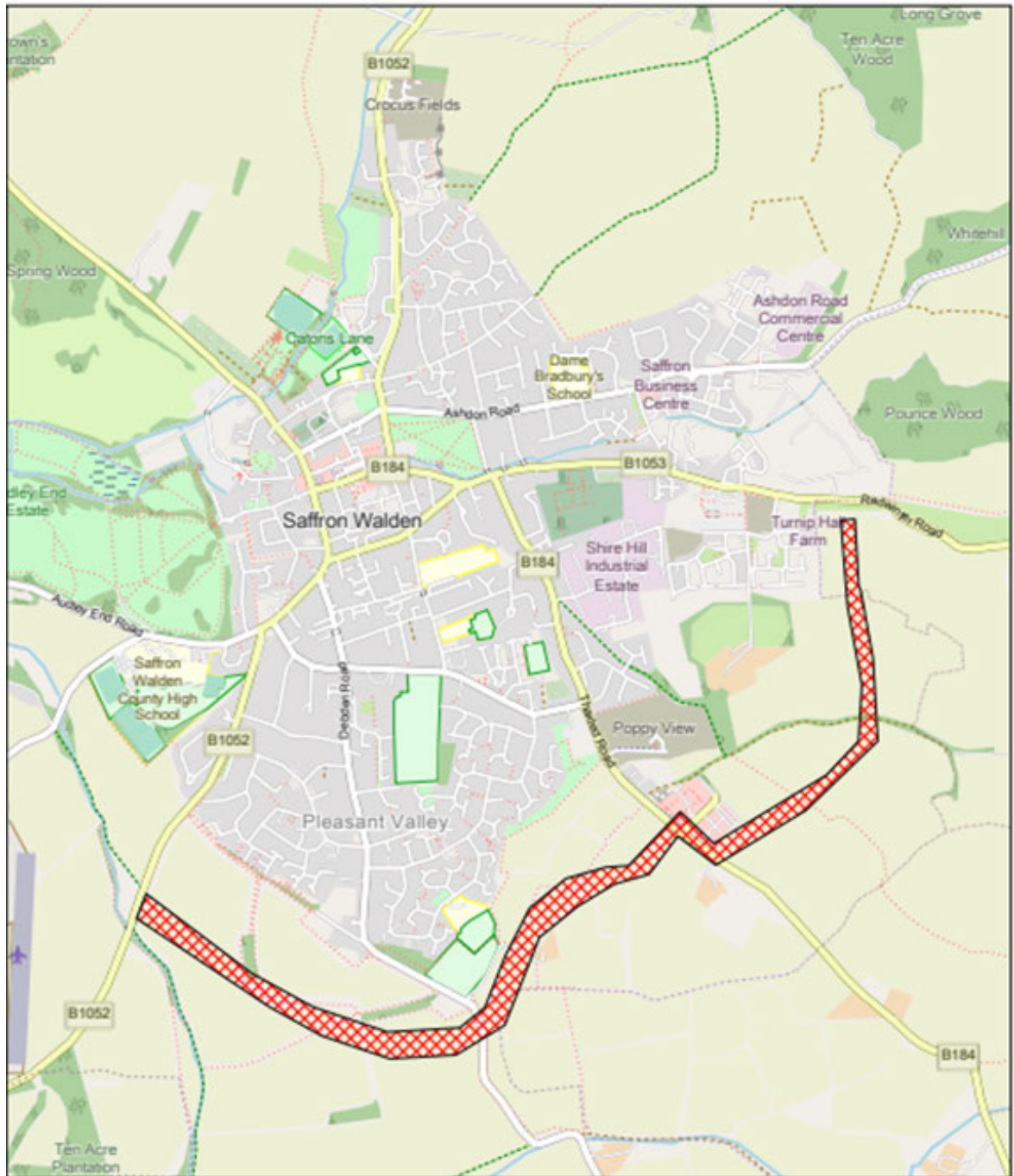


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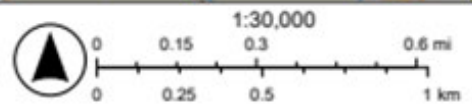


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Land to be Safeguarded for Saffron Walden Link Road



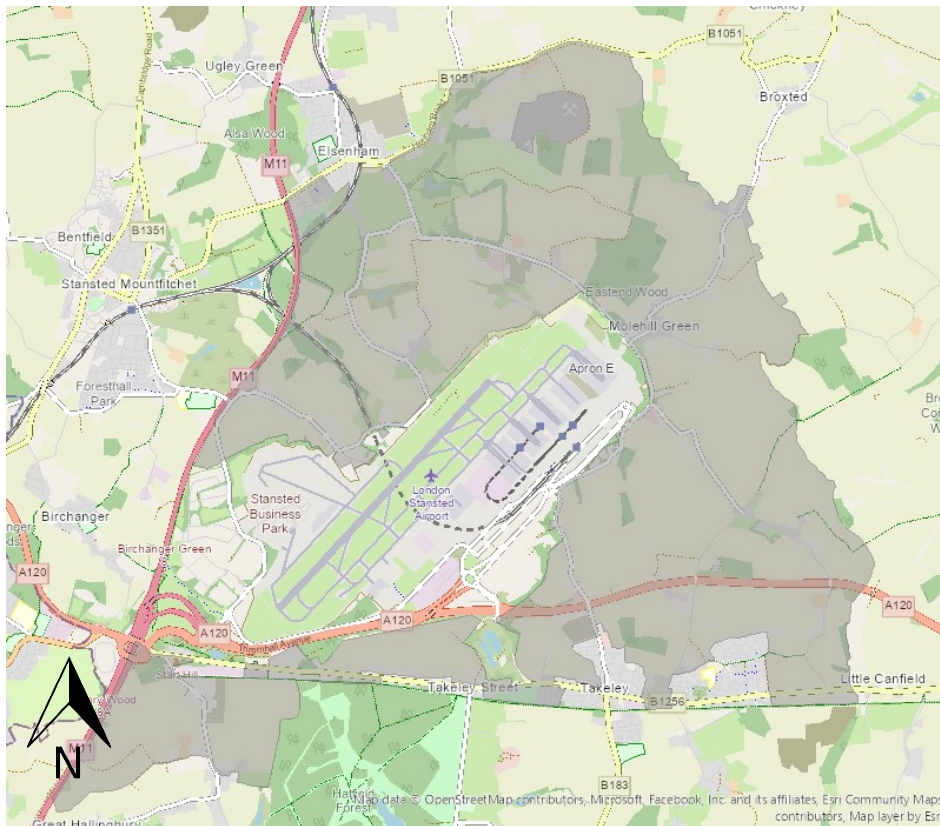
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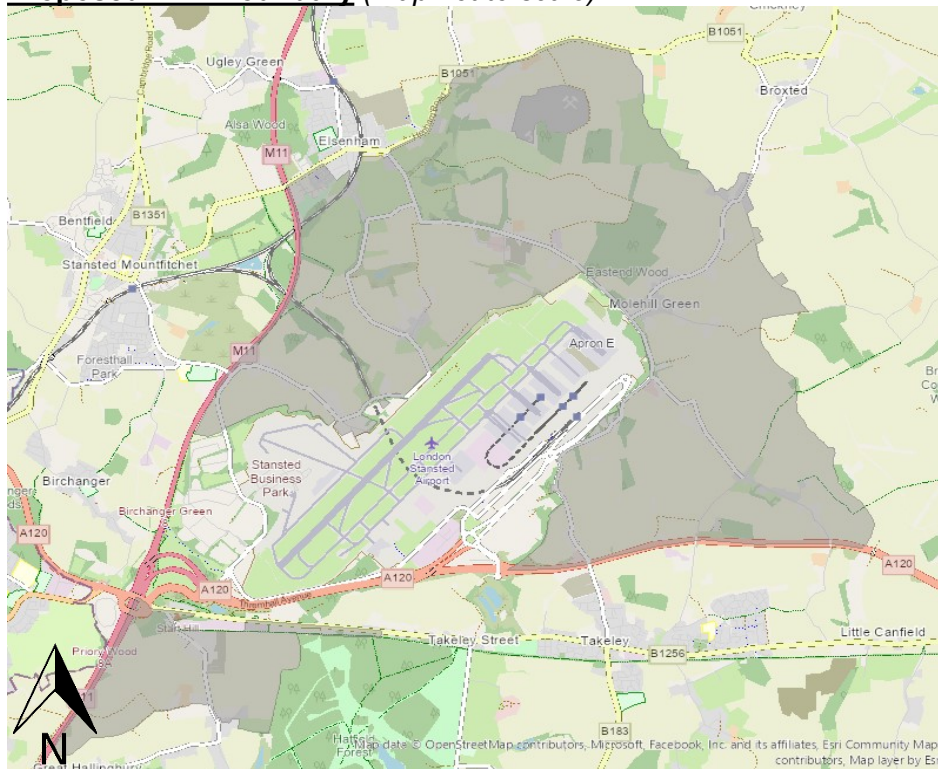
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Appendix 7 – Countryside Protection Zone

Original CPZ Boundary (Map not to scale)



Proposed CPZ Boundary (Map not to scale)



Appendix 8 – Additional Notes to Assist Interpretation and Implementation of Core Policy 23: Net Zero Operational Carbon Development

The information set out below should be read in conjunction with the requirements of Core Policy 23. This information is key to understand the rationale of individual policy elements and to ensure that all policy elements have been sufficiently addressed. Specific information on what is required from various development types is outlined in this section so that applicants understand the level of detail required for policy compliance.

The policy requirements under Part A apply to all scales (that create at least 1 dwelling / 100m² floor space) and all types of new build residential and non-residential development.

For the purposes of the policy ‘residential buildings’ and ‘dwellings’ include:

- Dwellinghouses and flats (C3)
- Houses in multiple occupation (C4 & Sui Generis)
- Developments of self-contained residential units such as extra-care (C3)
- Any residential element of any new mixed-use buildings

Non-residential development includes:

- C1 (Hotels)
- C2/C2A (Residential Institutions)
- Development falling within use classes B, E, F
- Sui Generis

For any other residential and non-residential buildings, the policy should be applied in a proportionate manner where relevant and appropriate through the Development Management process.

To meet the requirements 1 – 5, developments will need to be designed in a way that prioritises a fabric first approach to building design and embeds the energy hierarchy. This means improving building fabric standards and energy efficiency to ensure energy demand is minimised, and then installing renewable energy generation capacity to meet or exceed demand where possible, followed by offsetting residual energy (if required) as a last resort.

Designing new development to be net zero carbon in operation needs to be addressed at both building level and site level and at the earliest possible stage so that factors such as the orientation, built form, building fabric, site layout and landscaping measures can be taken into account to minimise energy demand.

These factors also influence the scope for efficient energy supply arrangements and renewable energy generation potential of a site and through good design, can help make a

development more resilient to a changing climate, for example, through using landscaping measures to mitigate potential overheating risk to the comfort and well-being of occupants while also reducing the need to use energy for cooling.

It is important that designing for 'net zero' is done in a holistic manner at an early stage of the design process, and in a way that considers wider sustainability objectives and issues (such as mitigation of overheating risks as a measure towards adaptation to climate change). Essex County Council *Report 2: Essex Net Zero Policy – Summary of Policy, Evidence and Validation Requirements (July 2023)* contains a 1-page high level design guides for a terrace block and low-rise apartment block. Also the [Essex Design Guide](#) contains practical advice on [good solar design](#) which focuses on balancing the needs of daylighting, useful solar gain and mitigating overheating.

Requirement 1 – Space heating

Space heating demand in all buildings of major development proposals should be demonstrated using predictive energy modelling using a modelling method well-established to be accurate in predicting energy use in operation (SAP and SBEM currently do not meet this requirement).

The space heating target applies to all residential and non-residential buildings designed to be used by people (i.e. not agricultural buildings).

Requirement 2 – Fossil fuel free

New buildings must not burn fossil fuels for heating and hot water if Uttlesford, Essex, and the UK, are to stay within carbon budgets. Low carbon heat alternatives, such as heat pumps and direct electric heating, are available. The key benefit of heat pumps is their efficiency. Efficiencies vary but are typically around 250-400% for an air-source heat pump.

Ground-source and water-source heat pumps can also achieve similarly excellent efficiencies. Direct electric heating systems are less efficient, typically 100%. Therefore, heat pumps are more likely to make it easier to hit the required EUI (described below).

Heating provided through wood burners, biomass boilers and other solid or liquid fuel boilers has a negative impact on air quality.

Requirement 3 – EUI

Energy Use Intensity (EUI), or metered energy use, is the total energy needed to run a home or building over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m²/yr). Reducing total energy use of buildings to the target level identified is necessary to align with climate targets. It is also beneficial to residents and building users as it would directly reduce energy costs.

Energy Use Intensity in all buildings of major development proposals should be demonstrated using predictive energy modelling using a modelling method well-established to be accurate in predicting energy use in operation (SAP and SBEM currently do not meet this requirement).

The EUI of a building covers all energy uses (regulated and unregulated): space heating, domestic hot water, ventilation, lighting, cooking and appliances. Electricity used for electric vehicle charging is excluded from the calculation. Whether the energy is sourced from the electricity grid or from onsite renewables does not affect the calculation.

The EUI targets set in the policies are based on modelling undertaken in the technical evidence base (*Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023*) and includes both regulated and unregulated energy uses.

For clarity, the EUI target set out in 3a) applies to residential uses which include: dwellinghouses, flats, self-contained residential units (C3) and houses of multiple occupation (C4, Sui Generis).

For non-residential buildings, the EUI's for the uses listed (office, school and light industrial) are based on gross internal floor areas (GIA). The appropriate EUIs limits were identified through the modelling noted above.

For other residential and non-residential typologies (that have not been modelled in the evidence), applicants are expected to comply with all other policy requirements, except Requirement 3: Energy Use Intensity limits. Instead, applicants are expected to report their energy use intensity only. However, applicants are recommended to seek to meet the limits being developed by the UK Net Zero Carbon Building Standard initiative.

District Heat Networks

Developments connected to a district heat network are expected to meet the proposed EUI limits. The limits set for EUI for each building should be the same irrespective of the heating system that is proposed, to allow a fair comparison between different heating options. The EUI calculations for a scheme connected to a district heat network would have to include the energy consumption of the district heating heat generation plant. This means that the EUI includes the heat losses of the district heating system.

Requirement 4 – On-site renewable energy generation

New development presents opportunities for integrating renewable energy technology into a proposal. For example, currently the most universally suitable is rooftop solar photovoltaic panels.

Evidence (*Report 1: Essex Net Zero Policy – Technical Evidence Base (July 2023)*) shows that it is technically feasible for a building in Essex to generate sufficient renewable energy to match or exceed its predicted annual total energy use and thereby achieve an energy balance on-site, providing that it first meets the previously stated EUI targets required. For clarity, the predicted annual total energy consumption of a building includes both regulated and unregulated energy uses, but excludes energy used for electric vehicle charging.

The policy sets out two options for calculating the renewable energy provision required from a development to be policy compliant.

- **Option A:** renewable energy generation to match the predicted annual energy use of a building.
- **Option B:** set a minimum amount of renewable energy generation to be achieved in a year based on the building footprint.

Whichever calculation results in the greater amount of solar PV is the route that must be achieved. The *Report 1: Essex Net Zero Policy – Technical Evidence Base July 2023* sets out some worked examples, and guidance on roof design and orientation is provided in Appendix 2 of that report. The renewable energy generation output should be calculated following the Microgeneration Certification Scheme (MCS) guidance¹ method including the impact of shading.

Matching (or exceeding) predicted total annual energy use on site with renewable energy generation achieves a development that is net zero carbon (or carbon negative) in operation from the outset. As well as helping progress towards climate targets, there are other benefits for ensuring that new build development maximises renewable energy generation. For example, it would generate ‘free’ electricity close to its point of use and help deliver significant energy cost savings for residents and building users. It would also aid the transition to a more sustainable energy system by contributing to the significant increase in renewable energy generation required between now and 2050 in the UK and make efficient use of land and resources by providing this renewable energy on the building itself rather than having to take up additional greenfield land solely for renewable energy generation.

Renewable Energy Offsetting Mechanism

There may be circumstances where it is not technically possible to match on-site renewable energy generation with annual average energy demand. An offsetting mechanism is therefore provided to enable these developments achieve policy compliance.

For the offset mechanism to be triggered, the applicant must justify and demonstrate, to the satisfaction of Uttlesford District Council, why it is not technically possible for the development to achieve policy compliance with Requirement 4. To do this, applicants

[REDACTED]

should refer to, and meet, the minimum information requirements for policy compliance set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)*. The information will be critically reviewed by the Council, particularly as evidence shows that it is technically possible to achieve all the policy requirements and at a reasonable cost in Essex, and subsequently Uttlesford, in most development typologies.

If the offsetting mechanism is justifiably triggered by non-compliance with Requirement 4, then the development proposal must still meet the other Policy Requirements 1, 2, 3 and 5, and maximise on-site renewable energy generation as much as possible.

The offset mechanism is expressed as a renewable energy offset and the price is set in £/kWh, which will be periodically reviewed and updated for Essex. The price (as of July 2023) is set at **£1.35 per kWh** (published in the *Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023*) and has been calculated using a robust methodology based on the cost of providing roof top solar PV in Essex and incorporating an allowance for maintenance and administration. The cost of solar PV in Essex is highly likely to be the same in Uttlesford. The calculation of the contribution required will be made at the point a planning application is determined using the most up to date offset price (£/kWh) for Essex.

The offset contribution will be used to fund additional renewable energy capacity elsewhere in the District. The aim is to make up for the shortfall in renewable energy that cannot be generated on-site. The offset mechanism is purposely limited in role and scope and is only intended for use as a last resort.

Further information on how the offsetting mechanism will operate will be available in the Essex-level Renewable Energy Offsetting Framework document that is in preparation. Current proposals are for a countywide funding mechanism to be administered by Essex County Council. It is not yet determined whether offsets collected through development in Uttlesford will feed into a countywide offset fund. The offset tariff will be collected as a single payment (via a direct payment / Section 106 / Unilateral Undertaking). It is anticipated that it will be used to provide rooftop solar PV on public amenity facilities (to be determined). Spending of the offset fund is preferred to be within reasonable distance of the original development, and in the same council area as the development. However, pooling may be necessary to enable installation of sufficient scale schemes in a cost-efficient way.

Other rooftop uses

There may be certain circumstances where it is considered more appropriate for uses other than solar PV on rooftops to be delivered. Consideration should be given to the co-benefits of this on a case-by-case basis in accordance with wider sustainability objectives, but it is envisaged to likely be only in exceptional circumstances. The Council notes that it is possible to successfully combine rooftop PV with green roofs in the form of biosolar roofs (where these are proposed, it should be demonstrated in the design that the green roof element will be able to thrive in this situation, can be suitably maintained, and will not overshadow the PV).

Requirement 5: As-built performance confirmation and in-use monitoring

In order for the Net Zero Carbon buildings policy to be effective, it is important that new buildings deliver their intended performance. The first step towards this is to use effective methods to accurately predict the building's energy performance.

Using predictive energy modelling (which is a requirement for major applications), such as Passivhaus Planning Package or CIBSE² TM54, will help improve accuracy of energy performance assessments and reduce the potential gap between the design and actual in-use energy. After this, excellent detailed design needs to be matched by high quality construction and commissioning in order for the 'energy performance gap' to be minimised.

The information that must be submitted at completion stage (prior to occupation) to demonstrate to the satisfaction of the LPA that the building / development has been built to the approved design and energy standards, is set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)* and includes the indicators listed in Table 1 below:

Table 1: As-built stage performance indicators

(required information to be submitted at completion, prior to occupation)

Requirement	Major new-build	Minor new-build	Extensions & conversions (except listed/conservation)
1 Update parameters:			
<input type="checkbox"/> Use or typology	✓	✓	✓
<input type="checkbox"/> GIA (m ²)	✓	✓	✓
<input type="checkbox"/> Energy supply (i.e. type, and that this is fossil fuel free)	✓	✓	optional
2 Update performance modelling:			
<input type="checkbox"/> Space heat demand using predictive energy model (kWh/m ² /year)	✓	optional	optional
<input type="checkbox"/> Energy Use Intensity using predictive energy model (kWh/m ² /year)	✓	optional	optional
<input type="checkbox"/> As-Built stage EPCs (U-values and airtightness check)	✓	✓	✓
<input type="checkbox"/> Draft DEC for non-residential (regardless of user)	✓	✓	✓
3 Confirm renewable energy installation:			

² Chartered Institution of Building Services Engineers.

	<input type="checkbox"/> Installed solar PV (kWp) <input type="checkbox"/> Any other installed renewable (i.e. solar thermal)	✓	✓	✓
4	Update offset contribution:			
	<ul style="list-style-type: none"> Assess energy balance based on data supplied and confirm whether any further offset payment is required, and how much 	✓	optional	no
5	Confirm process for collecting 'in-use' data:			
	<ul style="list-style-type: none"> Confirm if in-use monitoring and reporting will be carried out If yes, state what monitoring strategy is in place and confirm how data collected will be reported and published 	✓ if 100+ dwellings	no	no

*Note that for performance modelling (indicator 2), minor applications following the “minimum standards approach” (without an energy model), do not have to report their space heat demand, energy use intensity and offset contribution at as-built stage. Applications instead need to re-confirm the specifications to which the development has been built to. Further guidance is provided below under ‘Reporting and Modelling’.

However, it is only through in-use energy monitoring (post occupancy evaluation) that a building / development can be truly evaluated to ascertain whether the energy targets have been met in practice.

Consequently, for development proposals of 100 dwellings or more, the Council requires in-use energy monitoring to be undertaken on a representative sample of at least 10% of homes for a period of 5 years. The information must be evaluated to understand how buildings are performing, minimise the performance gap, and to aid the learning, innovation and skills development in the design and construction industry. Qualitative feedback from building users via occupant satisfaction questionnaires should ideally also be undertaken to assess performance post occupation. This information can be used to enhance the training and advice given to residents / occupiers of new homes and buildings.

Alternative routes to policy compliance

Passivhaus

Passivhaus is an international energy standard and certification for buildings. It sets stringent limits on energy consumption for heating and overall energy demand and design requirements to control the quality of the internal environment.

In recognition of the high sustainability standards required to achieve a Certified Passivhaus Classic standard (or higher) scheme and the rigorous quality assurance process that must be followed to achieve certification, Passivhaus is considered an acceptable alternative route to compliance with policy requirements 1 and 3.

Proposals seeking to follow this route will be required to provide evidence from an accredited Passivhaus Certifier that the proposed design would be capable of and is expected to achieve the full certified Passivhaus Classic standard (or higher). The proposals would still be required to meet policy requirements 2, 4 and 5.

BREEAM

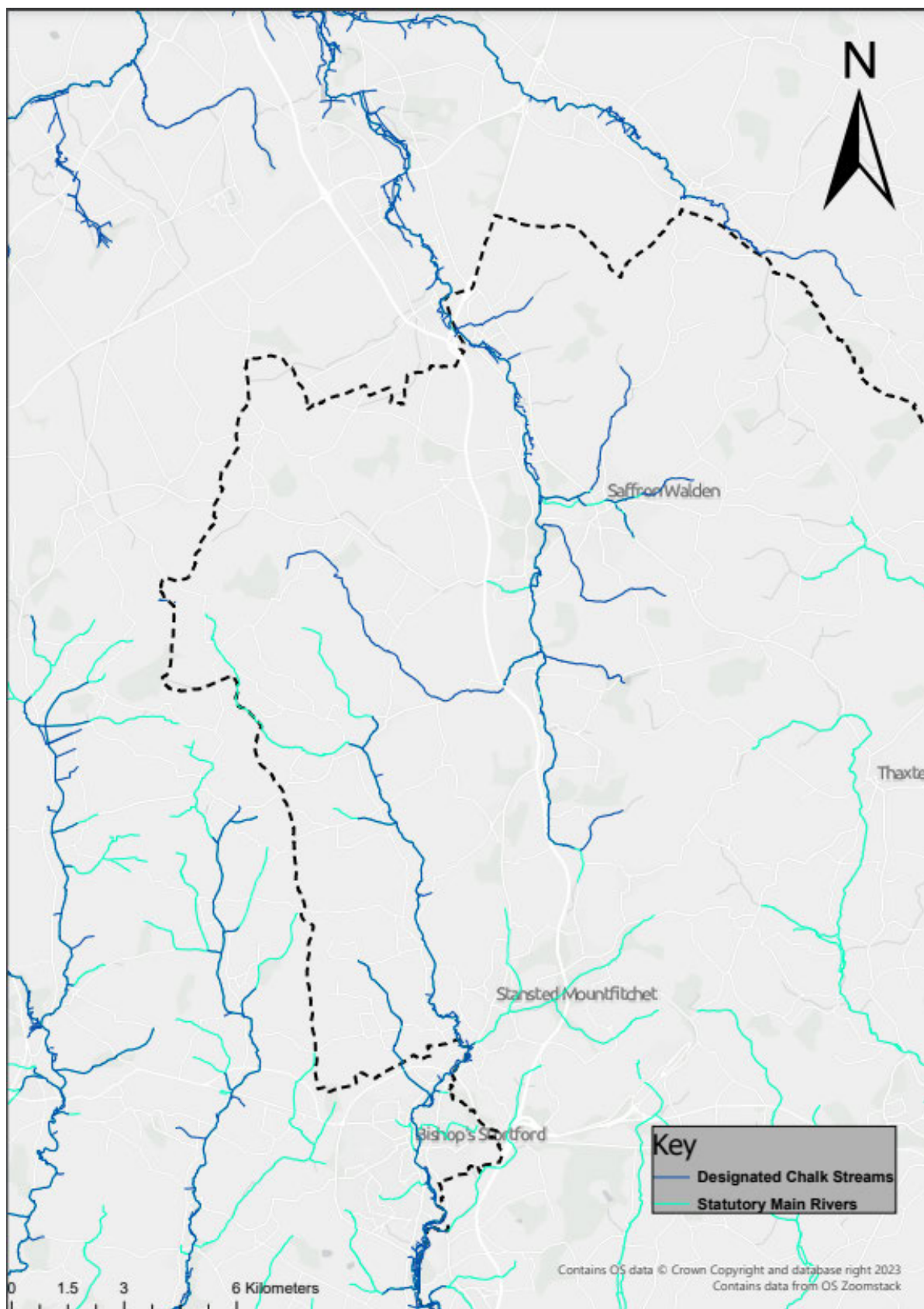
The use of BREEAM is encouraged in terms of addressing broader sustainability objectives and providing a level of independent quality assurance for development. However, the use of BREEAM as an alternative approach to policy compliance will not be accepted.

Table 2 – Minimum Standards Approach Fabric Specifications (Domestic)

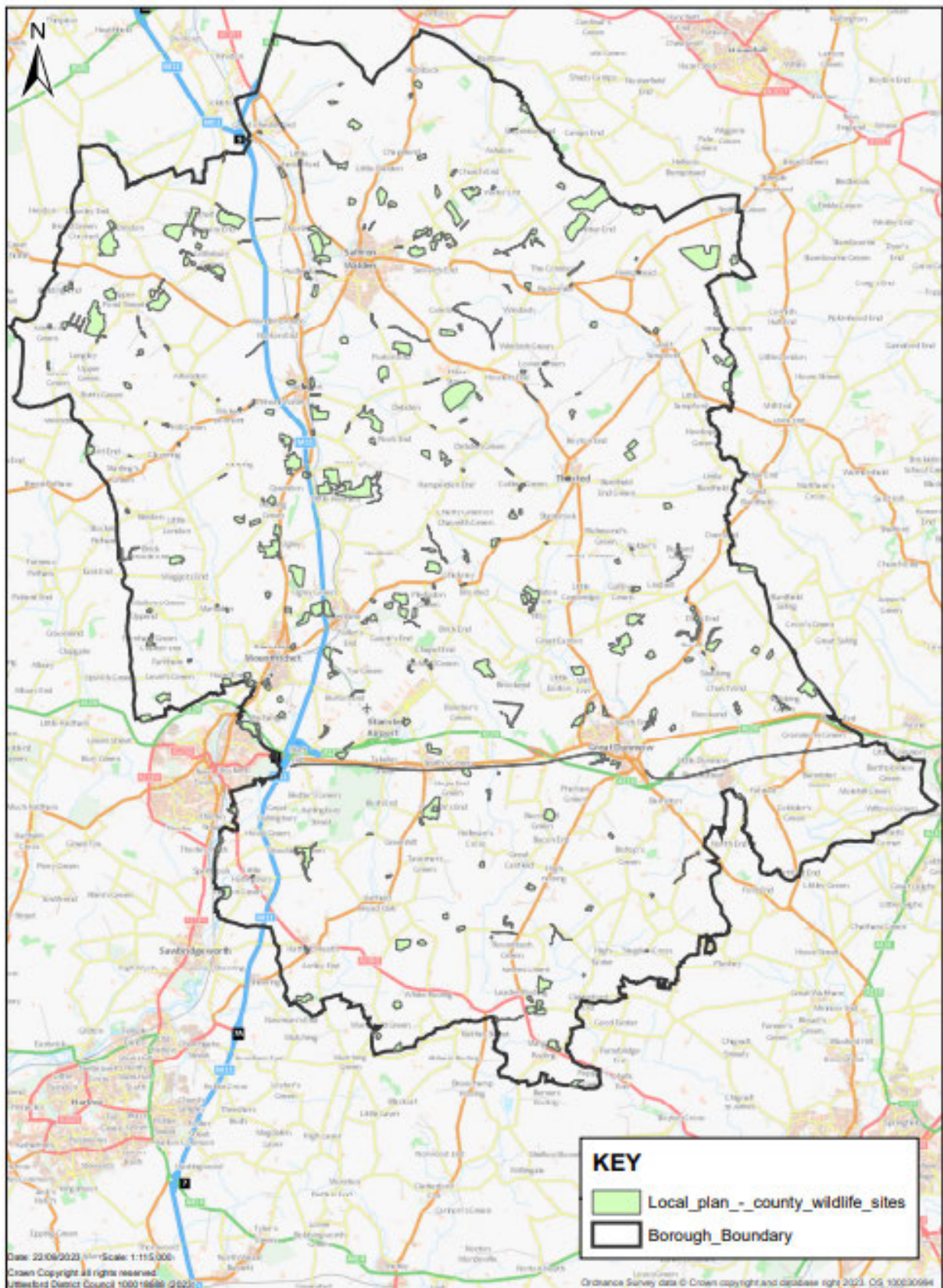
Residential developments		Block of flats (low rise)	Terrace / semidetached house	Bungalow	Applies also to conversions?	Applies also to extensions?
Fabric	Floor U-value	0.08 – 0.10	0.08 – 0.10	0.08 – 0.10	✓	✓
	External wall U-value	0.10 – 0.14	0.10 – 0.13	0.10 – 0.12	✓	✓
	Roof U-value	0.09 – 0.11	0.09 – 0.11	0.09 – 0.10	✓	✓
	Windows U-value	0.80 – 0.90	0.80 – 0.90	0.80 – 0.90	✓	✓
	Windows G-value	0.45 – 0.55	0.45 – 0.55	0.45 – 0.55	✓	✓
	External doors U-value	-	0.9 – 1.2	0.9 – 1.2	✓	✓
	Thermal bridging	0.04 W/m ² K	0.04 W/m ² K	0.04 W/m ² K	Strive towards; but not requirement	✓
	Air permeability	<1ach	<1ach	<1ach	Strive towards; but not requirement	Strive towards; but not requirement

Source: Adapted from Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)

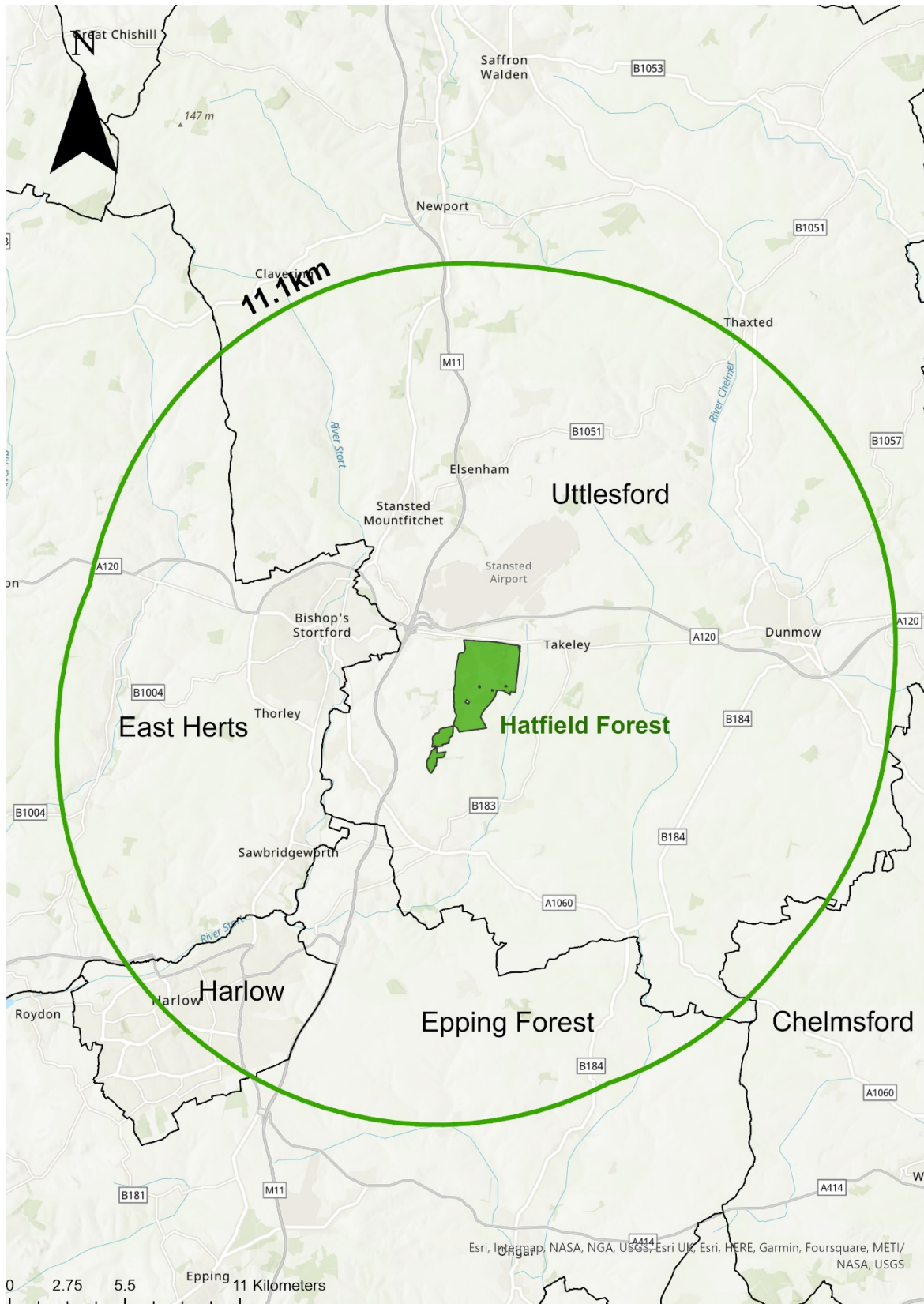
Appendix 9 – Chalk Streams in Uttlesford



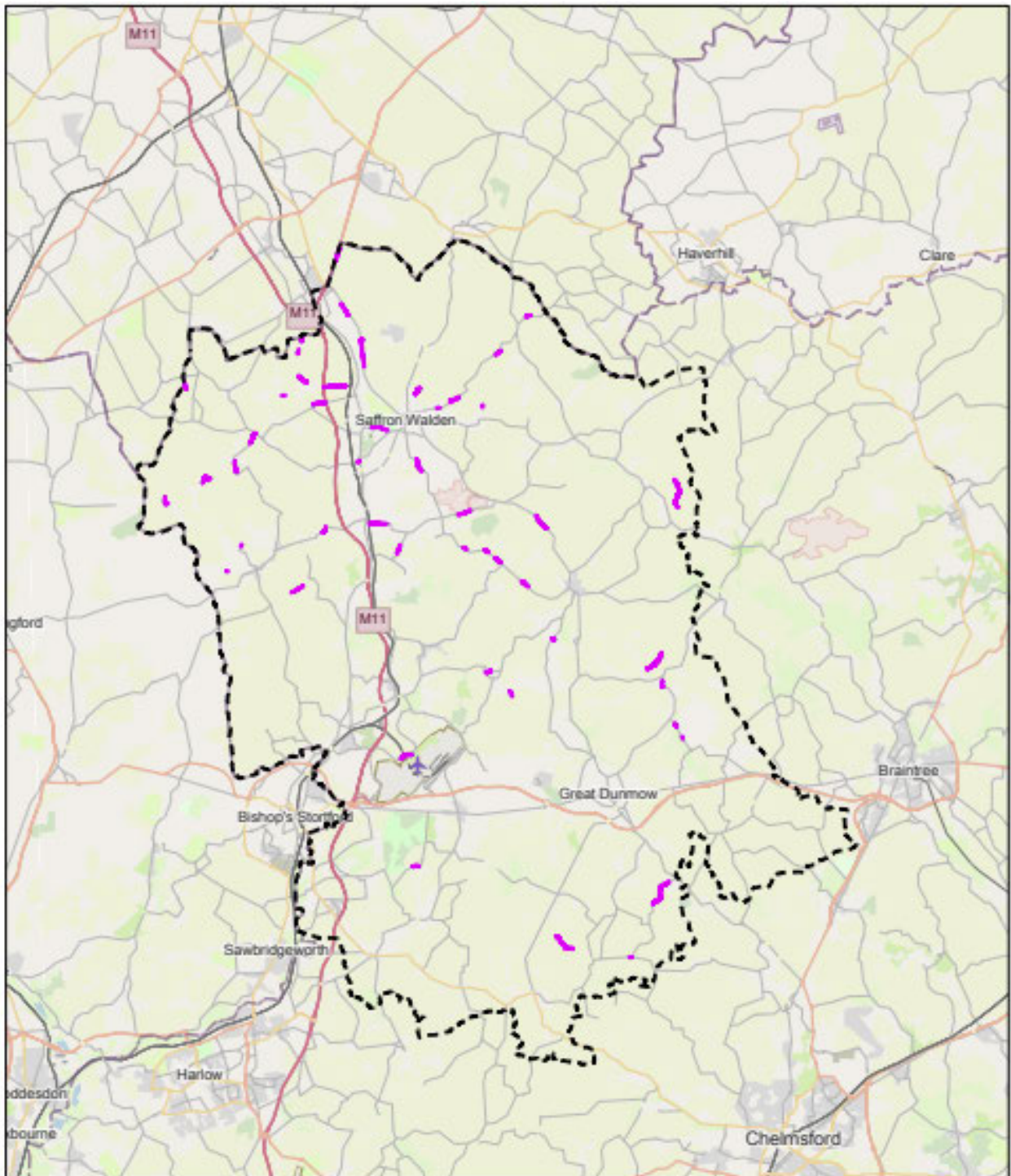
Appendix 10 – Local Wildlife Sites



Appendix 11 – Draft Hatfield Forest Zone of Influence



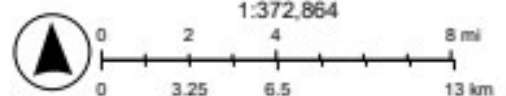
Appendix 12 – Special Roadside Verges in Uttlesford



22/09/2023

 Uttlesford District Boundary

 Special Roadside Verges



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Appendix 13 - Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) Zone of Influence Map.

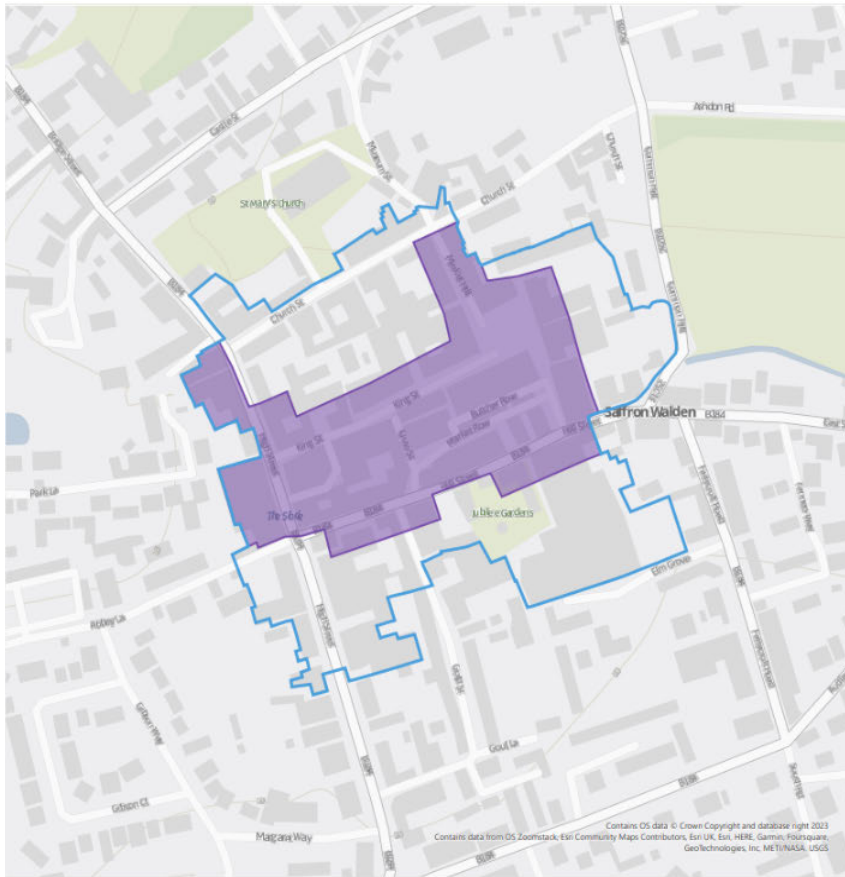


Appendix 14 - Existing Employment Sites

A list of existing employment areas as to be safeguarded in Core Policy 45.

- 1) Martel Works, Barnston
- 2) Sion House, Birchanger
- 3) Land adjacent to Hill Green Farm, Clavering
- 4) Britannical Works, Clavering
- 5) Golds Business Park, Elsenham
- 6) Old Mead Road, Elsenham
- 7) Industrial Estate, Gaunts End, Elsenham
- 8) Station Approach, Great Chesterford
- 9) London Road/Ickleton Road, Great Chesterford
- 10) Chesterford Research Park, Little Chesterford
- 11) Chelmsford Road Industrial Estate, Great Dunmow
- 12) Flitch Industrial Estate, Great Dunmow
- 13) Haslers Yard, Great Dunmow
- 14) Hoblongs Industrial Estate, Great Dunmow
- 15) Ongar Road Industrial Estate, Great Dunmow
- 16) Station Road Industrial Estate, Great Dunmow
- 17) Waste Processing Facility, Great Dunmow
- 18) Stansted Distribution Centre, Great Hallingbury
- 19) Thremhall Park, Great Hallingbury
- 20) Winfresh Ripening Centre, Little Canfield
- 21) Hall Farm, Little Walden
- 22) The Maltings, Newport
- 23) Audley End Business Centre, Audley End, Saffron Walden
- 24) Saffron Business Centre, Saffron Walden
- 25) Former Pulse Factory (previously known as Printpack), Saffron Walden
- 26) Shire Hill Industrial Estate, Saffron Walden
- 27) Riverside Business Park, Stansted Mountfitchet
- 28) Sworders Auctioneers Site, Cambridge Road, Stansted Mountfitchet
- 29) M11 Business Park, Parsonage Lane, Stansted Mountfitchet
- 30) Takeley Business Centre, Takeley
- 31) Business Centre, Parsonage Road, Takeley
- 32) Stansted Courtyard, Takeley
- 33) Bearwalden Industrial Estate, Wendens Ambo

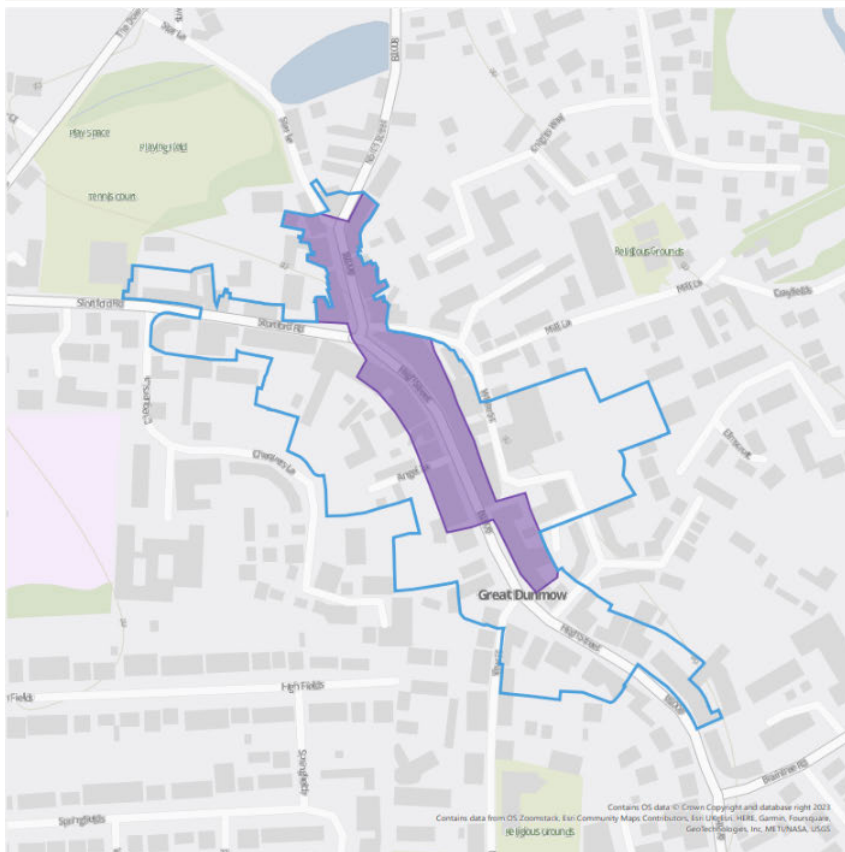
Appendix 15 – Retail Boundaries for Key Settlements and Local Rural Centres



Saffron Walden Recommended Boundaries

- Recommended Town Centre Boundary
- Recommended Primary Shopping Area

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Great Dunmow Recommended Boundaries

- Recommended Town Centre Boundary
- Recommended Primary Shopping Area

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Stansted Mountfitchet Recommended Boundaries

- Recommended
Town Centre
Boundary
- Recommended
Primary Shopping
Area

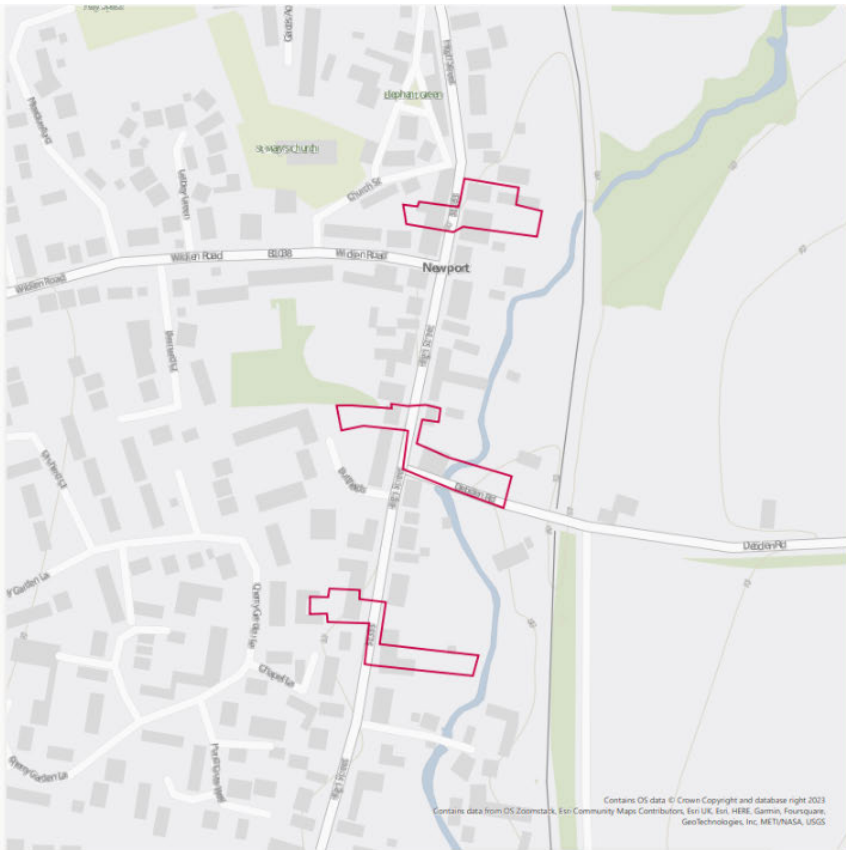
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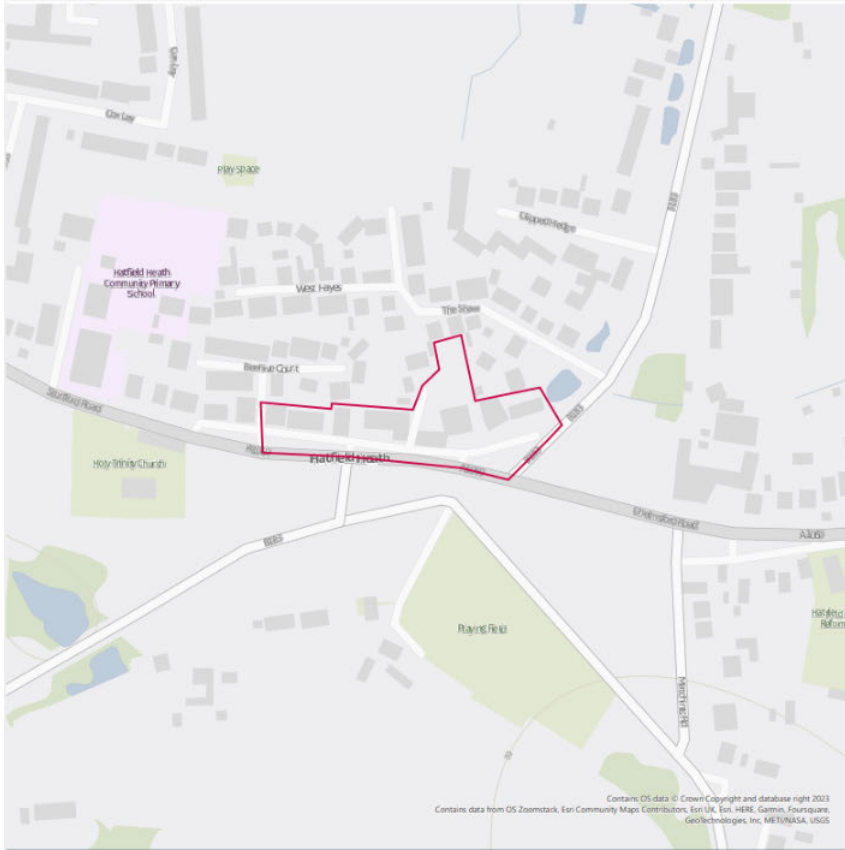


Takeley Recommended Boundaries

- Recommended
Local Centre
Boundary

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Hatfield Heath Recommended Boundaries

Recommended
 Local Centre
 Boundary



Elsenham Recommended Boundaries

Recommended
 Local Centre
 Boundary

Appendix 16 - Monitoring Framework

This Appendix sets out a detailed monitoring framework to ensure the plan policies are delivered. It lists the objectives and relevant policies set out in the Local Plan, together with key targets and performance measures to monitor progress towards achieving our Strategic Objectives. It also sets out what actions the Council will take if the Authority's Monitoring Report (AMR) shows that implementation of the plan, either in part or as a whole, is not taking place as envisaged. The implementation of the plan will be reported against the targets through the Authority's Monitoring Report.

Environmental

Strategic Objective 1

To plan for the climate and ecological emergency, mitigate the impacts from development, including reducing energy usage of new builds.

Relevant Policies

- Core Policy 1: Addressing Climate Change
- Core Policy 23: Net Zero Operational Carbon Development
- Core Policy 24: Overheating
- Core Policy 25: Embodied Carbon
- Core Policy 26: Renewable Energy Infrastructure
- Core Policy 27: Providing for Sustainable Transport and Connectivity
- Core Policy 34: Managing Waste

Target	Performance Measure
All new residential development of 1 or more new dwellings to be designed and built to operational net zero carbon	Number of dwellings and percentage of new residential development built to operational net zero carbon
All new economic development of 100+ m ² non-residential floorspace to be designed and built to operational net zero carbon	Total floorspace and percentage of non-residential development built to operational net zero carbon
All new residential buildings (apart from bungalows) to achieve a space heating demand of less than 15 kWh/m ² GIA/yr	Number of dwellings (apart from bungalow) and percentage of new residential development achieving a space heat demand of less than 15 kWh/m ² GIA/yr
All new bungalows to achieve a space heating demand of less than 20kWh/ m ² GIA/yr	Number and percentage of new bungalows achieving a space heat demand of less than 20 kWh/m ² GIA/yr
All non-residential buildings to achieve a space heating demand of less than 15 kWh/m ² GIA/yr	Total floorspace and percentage of non-residential development achieving a space heat demand of less than 15 kWh/m ² GIA/yr

Target	Performance Measure
No new development to be connected to the gas grid	Number of new development (number of dwellings or non-residential development floorspace) connected to the gas grid
No new development to be designed to provide space heating, domestic hot water or cooking through the use of fossil fuels on site. Space heating and domestic hot water must be provided through low carbon fuels.	Number of planning permissions where fossil fuels are used on-site to provide space heating, domestic hot water or cooking
All C3 and C4 new residential development to achieve an Energy Use Intensity of no more than 35 kWh/m ² GIA/yr	Number of dwellings and percentage of new residential development achieving an Energy Use Intensity of no more than 35 kWh/m ² GIA/yr
All new office development to achieve an Energy Use Intensity of no more than 70 kWh/m ² GIA/yr	Floorspace and percentage of new office development achieving an Energy Use Intensity of no more than 70 kWh/m ² GIA/yr
All new schools to achieve an Energy Use Intensity of no more than 65 kWh/m ² GIA/yr	Floorspace and percentage of new school achieving an Energy Use Intensity of no more than 65 kWh/m ² GIA/yr
All new light industrial development to achieve an Energy Use Intensity of no more than 35 kWh/m ² GIA/yr	Land area and percentage of new light industrial development achieving an Energy Use Intensity of no more than 35 kWh/m ² GIA/yr
All new developments (1 or more new dwellings or 100+m ² non-residential floorspace) must generate renewable on-site	Percentage of new development generating renewable energy on-site Amount of renewable energy generation through new development (kWh)
All new developments to resubmit as-built information at completion and prior to occupation	Percentage of new development re-submitting as-built information at completion and prior to occupation
All residential extensions and conversions (excluding listed buildings and development within Conservation Areas) to meet the minimum standard approach fabric specifications	Percentage of residential extensions and conversions meeting the minimum standard approach fabric specifications
Residential extensions and conversions to incorporate renewable energy generation technology where practical and feasible	Percentage of residential extensions and conversions incorporating renewable energy generation technology
All development proposals to demonstrate how the cooling hierarchy has been integrated into design decisions via the Climate Change and Sustainability Statement	Percentage of major development proposals meeting the CIBSE TM52 or TM59 standards
All development proposals to demonstrate what measures have been taken to reduce embodied carbon content as far as	Percentage of large scale new residential development (100 dwellings or more) meeting 'upfront' embodied carbon emission below or equal to 500kgCO ₂ /m ² and total

Target	Performance Measure
possible, through the Climate Change and Sustainability Statement	<p>embodied carbon (excluding modules B6 and B7 below or equal to 800kgCO₂/m²)</p> <p>Percentage of large scale new non-residential development (500m² or more non-residential floorspace) meeting 'upfront' embodied carbon emission below or equal to 600kgCO₂/m² and total embodied carbon (excluding modules B6 and B7 below or equal to 970kgCO₂/m²)</p>
All proposals for new development to include adequate recycling facilities in line with the Design Code	Percentage of new development providing adequate recycling facilities

Mitigation Actions

- Liaise with the relevant stakeholders on the challenges around delivery of renewable energy proposals and increasing overall renewable energy generation in the district.
- Liaise with Environmental Health Team, Environment Agency and the Development Management team to review challenges around delivery of the different criterion of this policy.

Strategic Objective 2

Protect high-quality and locally defined valued landscapes by ensuring new development achieves high quality design standards and conserves and enhances landscape assets.

Relevant Policies

- Core Policy 12: Stansted Airport Countryside Protection Zone
- Core Policy 40: Landscape Character
- Core Policy 52: Good Design Outcomes and Process
- Core Policy 59: The Metropolitan Green Belt
- Development Policy 1: New Dwellings in the Countryside
- Development Policy 2: Replacement of a Dwelling in the Countryside
- Development Policy 3: Agricultural / Rural Workers' Dwelling in the Countryside
- Development Policy 4: Extensions to Dwellings in the Countryside
- Development Policy 5: Change of Use of Agricultural Land to Domestic Gardens
- Development Policy 9: Public Art

Target	Performance Measure
To deliver public art projects located on or off new development sites with clear benefit for the local community	Number of public art projects delivered within the plan period

Mitigation Actions

- Work with local communities to monitor the number of public art projects delivered within the plan period.

Strategic Objective 3

Protect the natural environment. Protect and maximise opportunities for biodiversity net gain and the enhancement of Uttlesford's natural capital assets, such as soils, woodlands, hedges and ponds to capture and store carbon as well as providing for appropriate access for health and recreational value with effective multifunctional Green Infrastructure. Restore the natural ecology of the district chalk streams and rivers.

Relevant Policies

- Core Policy 9: Green and Blue Infrastructure in the North Uttlesford Area
- Core Policy 15: Green and Blue Infrastructure in the South Uttlesford Area
- Core Policy 36: Chalk Streams Protection and Enhancement
- Core Policy 37: The Natural Environment
- Core Policy 38: Green and Blue Infrastructure
- Core Policy 39: Biodiversity
- Core Policy 41: Pollution and Contamination
- Core Policy 42: Air Quality
- Core Policy 43: Noise

Target	Performance Measure
To protect sites internationally, nationally and locally designated for their importance to nature conservation, ecological or geological value as well as non-designated sites of ecological or geological value	Condition of SSSIs Number of Local Wildlife Sites under Positive Conservation Management
All development to demonstrate a minimum of 20% net gain in biodiversity (measured using the DEFRA biodiversity metric 3.1 or successor)	Percentage of planning permission demonstrating a minimum 20% net gain in biodiversity
Reduction in levels of air pollutants within AQMAs	Pollution levels within any AQMAs against the Air Quality Objectives
No new noise sensitive uses in areas exposed to noise at the Unacceptable Adverse Effect Level	Number of new noise sensitive development permitted in areas exposed to noise at the Unacceptable Adverse Effect Level

Mitigation Actions

- Work with Natural England, the Environment Agency and other relevant stakeholders to ensure the protection of designated environmental sites.
- Work with the Development Management team to assess the delivery of BNG through planning permissions.
- Continue to monitor air quality in Uttlesford and to develop the Saffron Walden Clean Air project.

Strategic Objective 4

Protect water resources. Deliver developments that efficiently use local resources, particularly water by prioritizing water resilience and sustainable consumption, that minimise and are resilient to the impacts of climate change, including extreme weather events such as flooding, drought and heatwaves.

Relevant Policies

- Core Policy 35: Water Supply and Protection of Water Resources
- Core Policy 36: Chalk Streams Protection and Enhancement

Target	Performance Measure
All development proposals to demonstrate how they contribute positively towards achieving 'good' status under the Water Framework Directive for surface and groundwater bodies	Current and Objective Status of the District's watercourse Number of planning applications granted contrary to the Environment Agency's advice on water quality grounds
All new dwellings to achieve a minimum water efficiency of 110 l/p/d (or 90 l/p/d in sensitive chalk catchments)	Percentage of new dwellings achieving the minimum water efficiency described in the Building Regulations G2
No development (apart from domestic extensions, soft landscaping and small amenity areas) within the riparian buffer zone of chalk streams	Number of new development (apart from the exception uses) within the riparian buffer zone of chalk streams

Mitigation Actions

- Liaise with water companies, Natural England, the Environment Agency and other stakeholders to ensure water quality is protected especially in the various chalk streams located in the northwest of the district.
- Liaise with the Environmental Health Team, the relevant water authority, Environment Agency and Development Management to review challenges around delivery of the different criterion of this policy.

Strategic Objective 6

Protect and enhance the historic environment, including protecting and enhancing cultural heritage assets and archaeology, and promoting inclusive access to local assets where appropriate.

Relevant Policies

- Core Policy 62: The Historic Environment
- Core Policy 63: Design of Development Within Conservation Areas
- Core Policy 64: Development Affecting Listed Buildings
- Core Policy 65: Non-Designated Heritage Assets of Local Importance

Target	Performance Measure
To proactively safeguard heritage assets at risk identified on the Local Buildings at Risk Register and the national Heritage at Risk Register	Number of heritage assets at risk (including Conservation Area, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens)

Mitigation Actions

- Liaise with Place Services and Historic England to establish challenges of conserving and/or enhancing the historic environment.

Economic

Strategic Objective 5

Protect the highest quality agricultural land whilst being mindful of needs for rural diversification.

Strategic Objective 7

Recognise the influential role of the District's employment offer, including Stansted Airport/ Northside and Great Chesterford Research Park, by embracing the planned expansion, whilst seeking to maximise their sustainability and the needs for infrastructure.

Strategic Objective 8

Maintain economic development opportunities. To promote a strong, diverse, resilient, sustainable, and competitive economy and range of employment and learning opportunities and a multi skilled workforce across a range of sectors including tourism, high-tech, biotech, research and development, aviation, agricultural diversification and rural business.

Relevant Policies

- Core Policy 3: Settlement Hierarchy
- Core Policy 4: Meeting Business and Employment Needs
- Core Policy 6: North Uttlesford Area Strategy
- Core Policy 11: London Stansted Airport
- Core Policy 10: South Uttlesford Area Strategy
- Core Policy 22: Rural Diversification
- Core Policy 45: Protection of Existing Employment Space
- Core Policy 46: Development at Allocated Employment Sites
- Core Policy 47: Ancillary Uses on Existing or Allocated Employment Sites
- Core Policy 48: New Employment Development on Unallocated Sites
- Core Policy 49: Employment and Training
- Core Policy 50: Retail and Main Town Centre Uses Hierarchy
- Core Policy 51: Tourism and the Visitor Economy
- Development Policy 6: Hot Food Takeaways
- Development Policy 7: New Shops and Cafes in Smaller Settlements

Target	Performance Measure
To deliver 14.4 hectares of office development land and 52.2 hectares of industrial land within the plan period	Net and type of additional economic land supply (or equivalent economic floorspace) completed
To safeguard existing employment areas unless there is evidence which demonstrates that it has reached its useful economic life	Change in area (hectares or equivalent economic floorspace) of identified safeguarded employment land
To ensure large-scale development provides an Employment and Skills Plan (ESP)	Percentage of large-scale development permissions which have submitted an Employment and Skills Plan and its cumulative economic outcomes, including

	the number of apprenticeships delivered within the plan period.
To maintain Main Town Centre Uses at ground floor level within the primary shopping areas	Net loss of Main Town Centre Uses within primary shopping areas, as monitored through the Town Centre Use Floorspace Land Supply Survey

Mitigation Actions

- Liaise with Economic Development Team and stakeholders to establish challenges around delivery of employment. Investigate appropriate mechanisms to accelerate delivery. Review permissions granted and consider appropriate action. [Obj]
- Liaise with the Development management team and relevant stakeholders around the delivery of employment land and that all the relevant development policies surrounding employment are followed.

Community / Social

Strategic Objective 9

Help sustain existing and deliver new local community facilities and services through development to promote healthy, sustainable and safe communities.

Relevant Policies

- Core Policy 5: Providing Supporting Infrastructure and Services
- Core Policy 18: Delivery of Green and Blue Infrastructure in the Thaxted Area
- Core Policy 9: Green and Blue Infrastructure in the North Uttlesford Area
- Core Policy 15: Green and Blue Infrastructure in the South Uttlesford Area
- Core Policy 27: Providing for Sustainable Transport and Connectivity

Target	Performance Measure
To deliver strategic infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan	Delivery of infrastructure alongside allocated sites in each area strategy.

Mitigation Actions

- Liaise with infrastructure providers and other stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. funding. Review and update Infrastructure Delivery Plan.

Strategic Objective 10

Meet the identified housing needs and an appropriate contribution of affordable housing.

Relevant Policies

- Core Policy 2: Meeting Our Housing Needs
- Core Policy 3: Settlement Hierarchy
- Core Policy 6: North Uttlesford Area Strategy
- Core Policy 10: South Uttlesford Area Strategy
- Core Policy 16: Thaxted Area Strategy
- Core Policy 53: Standards for New Residential Development
- Core Policy 54; Specialist Housing
- Core Policy 55: Residential Space Standards
- Core Policy 56: Affordable Dwellings
- Core Policy 57: Sub-Division of Dwellings and Homes in Multiple Ownership
- Core Policy 58: Custom and Self-Build Housing
- Core Policy 60: The Travelling Community
- Core Policy 61: Transit Sites
- Development Policy 8: Tourist Accommodation

Target	Performance Measure
To deliver 13,680 homes over the plan period between April 2021 and March 2041	Net additional dwellings completed within the plan period
To provide a five year housing land supply of deliverable sites	Housing Trajectory of for 5- and 15-year period
To ensure that new residential developments deliver a housing mix that meets local needs as set out in the latest LHNA	Net additional and percentage of dwellings completed within the plan period by dwelling size (no. of bedrooms) and tenure
All residential schemes to be 100% wheelchair accessible and 10% M4(3) compliant for market homes and 20% M4(3) compliant for affordable homes.	Percentage of new dwellings completed which are M4(2) compliant Percentage of new dwellings completed which are M4(3) compliant
All strategic housing sites to provide at least 5% extra care dwelling (C3) for those with specialist needs	Number and percentage of new extra care dwellings completed through strategic housing development
All new dwellings to comply with the nationally described space standards	Percentage of new dwellings that comply with the nationally described space standards

Target	Performance Measure
All new residential dwellings to have direct access to an area of private and/or communal amenity space	Percentage of new dwellings that have direct access to an area of private and/or communal amenity space
New residential development with the capacity to provide 10 or more self-contained units to provide 35% of the total dwellings as affordable dwellings	Net additional affordable dwellings completed within the plan period
To deliver a mix of affordable housing including 25% of homes to be available as First Homes, 70% of the remaining qualifying development will be affordable/social rented and 30% as other forms of affordable homes	Number and percentage of affordable dwellings completed within the plan period by tenure
To deliver a sufficient supply of custom and self-build housing plots to meet the identified need through requiring proposals for 100 or more dwellings to provide at least 5% of the total number of dwellings on-site as self-build or custom build homes	Net additional self-build and custom build homes completed within the plan period
To provide an appropriate level of pitch and plot provision for gypsy, traveller and travelling show people	Requirements to be included in the next version of the Local Plan
To provide an appropriate level of transit pitches	Requirements to be included in the next version of the Local Plan

Mitigation Actions

- Liaise with the key stakeholders, including the development industry, to establish challenges around the delivery of new housing in Uttlesford. Investigate appropriate mechanisms to accelerate housing delivery.

Strategic Objective 11

Prioritise increased opportunities for safe travel by public transport and active travel in new development.

Relevant Policies

- Core Policy 7: Delivery of Transport Schemes within the North Uttlesford Area
- Core Policy 8: Safeguarding of Land for Strategic Transport Schemes in the North Uttlesford Area
- Core Policy 11: London Stansted Airport
- Core Policy 13: Delivery of Transport Schemes within the South Uttlesford Area
- Core Policy 14: Safeguarding of Land of Strategic Transport Schemes in the South Uttlesford Area
- Core Policy 27: Providing for Sustainable Transport and Connectivity
- Core Policy 28: Assessing the impact of Development on Transport Infrastructure
- Core Policy 29: Active Travel – Walking and Cycling
- Core Policy 30: Electric and Low Emission Vehicles
- Core Policy 31: Public Rights of Way
- Core Policy 32: Parking Standards
- Core Policy 33: The Movement and Management of Freight

Target	Performance Measure
To safeguard and deliver transport improvements and/or infrastructure identified in the relevant area strategies and Infrastructure Delivery Plan	Status of transport proposals identified in the area strategies in Uttlesford.
To enhance the provision of walking and cycling infrastructure in the district	Net additional cycle parking spaces delivered within the plan period Strategic improvements to cycle routes, pedestrian facilities and improvements to the highway network for walking and cycling
To increase the percentage of journeys made by public transport or active travel modes	Mode of travel in Uttlesford
To maximise the opportunity of occupiers and visitors to use electric and low emission vehicles	Number of EV charging points delivered through new developments within the plan period, including residential and public EV charging points or make ready infrastructure for charging stations

Mitigation Actions

- Liaise with Essex County Council to ensure the efficient delivery of transport infrastructure within Uttlesford.
- Work with landowners to ensure that safeguarded land identified for strategic proposals is properly safeguarded and that the delivery of the long-term proposals is negotiated with the relevant stakeholders.

- Liaise with the Development Management team and Essex County Council to review the challenges in ensuring new developments follow the latest Essex Parking Standards and parking standards in the Uttlesford Design Code

Glossary

Affordable Housing - Available to eligible households whose housing needs cannot be met on the social market. It can include social rent, affordable rent and shared ownership. Eligibility is determined regarding local incomes and local house prices

Air Quality Management Areas (AQMA) - Local Authorities are required to carry out regular reviews and assessments of air quality in their area. Areas which do not meet required standards are designated as AQMAs and a plan put in place to improve the air quality in that area.

Air Quality Assessment - A detailed study of the effects of a development on air quality.

Ancient Monuments - Usually earthworks or unoccupied structures – Nationally important sites are added to a list or "schedule" and they are protected from disturbance.

Ancient Woodland – An area of woodland that has been wooded continuously since at least 1600AD.

Annual Monitoring Report (AMR) – A report published annually by the Local Planning Authority monitoring showing progress in delivering Local Plan policies and allocations.

Appeal – The process in which a planning applicant can challenge an adverse decision. Appeals can also be made on the failure of the planning authority to issue a decision within a given time, against conditions attached to a permission and against the issue of an enforcement notice.

Aquifer - An underground water source.

Archaeological Interest - The archaeological potential of a heritage asset (designated and undesignated).

Area Strategy – Locally distinct areas that where we are planning for in the spatial strategy to suit their individual needs

Assets of Community Value (ACV)- Facilities which have been identified by local communities as being important to village life e.g. The village hall, village green, shop, public house etc and which have been designated as Assets of Community Value by the Council.

Biodiversity – The variety of life on earth or in a specified region and area.

Biodiversity Offsetting - A way of providing compensation for loss of biodiversity as a result of development activity.

Biodiversity Net Gain – An approach to development that aims to leave the natural environment in a measurable better state than it was beforehand.

Bird Hazard Risk – The risk of a collision between a bird and an aircraft, which presents a significant threat to flight safety.

BREEAM - A set of standards for measuring the environmental performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health. Under this scheme, buildings that meet the standards are rated either 'pass', 'good', 'very good'.

BRES – UK Business Register and Employment Survey. The official source of employee and employment estimates by detailed geography and industry.

Brownfield Land – Land which has been previously developed. See Previously Developed Land (PDL).

Chalk Streams – Streams that rise from springs in landscapes with chalk bedrock.

Climate Change – Long Term Changes in climate

Community Facilities – Facilities and services which are of benefit to the wider community.

Community Infrastructure Levy (CIL) - A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Community Land Trust (CLT) - Community Land Trusts are a form of community led housing, set up and run by residents to develop and manage homes and other assets. CLTs act as long-term stewards of housing ensuring that it remains affordable.

Conservation Areas - Areas identified by the council, which have special architectural or historic interest, which makes them worth protecting and improving as per the Planning (Listed Building and Conservation Areas) Act 1990.

Conservation Area Appraisal - Examines the qualities of the Conservation Area and identifies potential changes that are positive and others that may be damaging. The Appraisal includes a review of the Conservation Area boundaries and identifies appropriate environmental and highway improvements.

Commitments – Homes that have been approved for development with

Completions – Homes that have already been built over since the start of the planning period.

Department for Levelling Up, Housing and Communities (DLUHC) – The successor to the Office of the Deputy Prime Minister (ODPM), it is the government department responsible for housing, communities, and local government in England.

Developed Footprint – The continuous built form of a settlement which excludes individual buildings, the gardens, agricultural buildings and outdoor sports facilities at the edge of a settlement.

Design Code – A set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for physical development in the area.

Development Opportunity Sites - Areas with potential for comprehensive redevelopment for town centre uses.

Drainage Strategy - An assessment which demonstrates that the most sustainable foul and surface water drainage solutions have been considered for a development. East of England Forecasting Model - Built by Oxford Economics it brings together a range of key linked variables including economic output, productivity, employment, and housing. It is updated every 6 months. The model shows what impact decisions in one policy or geographical area might have on others.

Duty to Corporate – Created under the localism act 2011 and amends the planning and compulsory purchase act 2004. It places a legal duty on all public bodies to engage constructively and on an ongoing basis to maximise the effectiveness of local plan preparation

Embodied Carbon – Greenhouse gas emissions that arise from the manufacturing, transportation, installation, maintenance and disposal of building materials.

Employment Land Review (ELR) - A study to assess the demand and supply of land for employment including the suitability of existing employment land for continued employment use.

Essex County Council (ECC) – In the context of planning, is responsible for minerals, waste and county council development, Strategic Highway Decisions, the lead authority on flooding and education.

Essex Design Guide - A set of design standards to achieve high quality new development.

Extra Care Housing - very sheltered housing, catering for less mobile people and wheelchair users. Schemes may have care staff and may provide meals.

Exception Site - An exception can be made to normal planning policies restricting development in the countryside to allow a suitable site to be developed in order to provide affordable housing.

Five Year Housing Land Supply (5YHLS) – Under paragraph 73 of the NPPF local authorities are required to identify deliverable sites to provide a minimum of 5 years' worth of housing against their locally identified housing requirement under the local housing needs assessment.

Fluvial Flooding - Fluvial flooding occurs when rivers overflow and burst their banks.

Geodiversity - The natural range (diversity) of geological features (rocks, minerals, fossils, structures), geomorphological features (landforms and processes) and soil features that make up the landscape.

Green Belt - A statutory designation made for the purposes of checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.

Green Infrastructure - A strategically planned and delivered network of high-quality green spaces which may include parks and gardens, village greens, woodlands, cycling routes, allotments, churchyards and other environmental features.

Groundwater Protection Zones – Zones that show the risk of contamination to groundwater sources from any activities that might cause pollution in the area.

Gypsy and Traveller Accommodation Assessment (GTAA) - A piece of research work to establish what the needs are for Gypsy and Traveller sites over the plan period.

Habitat Regulations Assessment (HRA) - The European Habitats Directive (92/43/EEC) requires 'appropriate assessment' of plans and projects that are, either alone or in combination with other plans and projects, likely to have a significant impact on sites designated under this Directive.

Heritage Asset - A building monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

Health Impact Assessment – A method of considering the positive and negative impacts of development upon human health.

Heritage Impact Assessment (HIA) - A document that outlines the historic or archaeological significance of a building or landscape within its wider setting. It includes an outline of any proposed works, and assessment of their impact on the building or landscape and a mitigation strategy.

Historic Environment - All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Housing and Economic Land Availability Assessment (HELAA) - A technical document which assesses the availability, suitability and deliverability of land which could be identified for housing or employment development.

Houses of Multiple Occupancy (HMO) – A house occupied by unrelated individuals. LAPs, LEAPs and NEAPs – Children’s play space. LAPs are generally small landscaped Local Areas of Play space for younger children within a 5 minute walk from home. LEAPs are Local Equipped Areas for Play, normally designed for unsupervised play for 4-12 year olds within a 10 minute walk from home and NEAPs are Neighbourhood Equipped Areas for Play within a 15 minutes walk from home. NEAPs cater for a wide spectrum of users but generally in the 4-14 age group.

Key Diagram – The Key Diagram illustrates the spatial strategy set out in the local plan.

Learning Disability Scheme - Housing which offers supported independent living for adults with learning difficulties.

Legal Obligation/Agreement - Normally referred to as a Section 106 agreement, which sets out what the developer is legally obliged to provide as part of the planning approval for a development.

Lifetime Homes Standards - 16 design criteria devised by the Joseph Rowntree Foundation to make housing more flexible and adaptable to respond to the changing needs of occupiers.

Lifetime Neighbourhoods - An environment that is accessible, inclusive, attractive and safe. A community that offers services, facilities and open space with a strong local identity, volunteering networks and a culture of consultation and user empowerment.

Listed Building - A building of special historic or architectural interest listed by the Government under the Town and Country Planning (Listed Buildings/Conservation Areas) Act 1990.

Local Cycling and Walking Infrastructure Plan (LCWIP) – A Strategic Assessment that identifies cycling and walking improvements at a local level.

Local Enterprise Partnership (LEP) - A body designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Wildlife Sites (LoWS) – Non-statutory sites designated for their nature conservation value.

Low Carbon Development - Development which is designed and built in such a way that it reduces the use of natural resources both during construction and in use. Master Plan - A document prepared by the Development Company and approved by the Council to show how the development will be carried out. The Master Plan should be subject to public consultation.

Major Development – Over 10 units, 1000 sqm of non-residential floor space or 0.5 Ha

Metropolitan Green Belt (MGB) - A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.

National Planning Policy Framework (NPPF) – National Framework for planning policies

National Nature Reserve – Established to protect important habitats, species, and geology.

Neighbourhood Plan - A plan prepared by a Parish Council, Neighbourhood Forum, or other locally constituted community group, for a particular neighbourhood.

Noise Preferential Routes (NPR's) - These direct aircraft where possible over less densely populated areas to reduce potential for disturbance by aircraft noise.

Non-designated Heritage Assets – These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets.

Open Space – All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Pargetting - Traditional decoration in the plasterwork on the outside of buildings.

Permitted Development (PD)- Comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

Planning Performance Agreements – Voluntary undertakings that enable local planning authorities and applicants for planning permission to agree the timescales, actions and resources necessary to process a planning application.

Previously Developed Land (PDL) - Land which is, or was, occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Public Safety Zone – Areas of land at the end of runways established at the busiest airports in the UK, within which certain planning restrictions apply. These aim to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing.

Red Data List - Reports on the conservation status of species under threat.

Regional Spatial Strategy (RSS) - The regional plan for the East of England was formally revoked by the Secretary of State in January 2013.

Registered Parks and Gardens - Parks and Gardens included on a non-statutory list of parks and gardens of special historic interest maintained by Historic England. Scheduled monument/scheduled ancient monument - Archaeological sites, buried deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest. The Secretary of State for Culture, Media and Sport schedules them under the Ancient Monuments and Archaeological Area Act 1979.

Safeguarded Land – Land that comprises areas and sites which may be required to serve development needs in the longer term.

Section 106 Agreements - A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning obligations are normally secured under Section 106 of the Town and Country Planning Act 1990.

Settlement Hierarchy – A method of putting settlements in rank order and in the context of this local plan they were ranked by their level of services and facilities they provide.

Sheltered Housing - Independent self-contained homes for older people with some support available usually through an alarm service.

Sites of Special Scientific Interest (SSSI) - Sites which have national importance for wildlife. The site can be important because it is an important habitat or because of the species of plants, birds animals and/or insects which it supports.

Special Roadside Verges – Often remnants of old hay meadows and are recognised for their floristic diversity.

Starter Homes - New dwellings only available for purchase by qualifying first-time buyers which are to be sold at a discount of at least 20% of the market value and for less than the price cap (of £250,000 outside Great London) and are subject to restrictions on sale or letting for the initial 5-year period of occupancy.

Statutory – Required by law, usually through an act of parliament.

Statutory body – A body appointed by the government to give advice and be consulted on for development plans and planning applications affecting matters of public interest.

Strategic Environmental Assessment (SEA) – A generic term used to describe environmental assessment, as applied to plans, policies and programmes. The European ‘SEA Directive’ (2001/42/EC) requires a formal ‘environmental assessment of certain plans and programmes, including those in the field of planning and land use.’

Strategic Housing Market Assessment (SHMA) - A study of local housing markets to assess needs and demand for different types of housing in the district.

Sui Generis - Unique or of its own kind. Usually used to describe any planning use not falling within a specific class in the Use Classes Order which separates different land uses into different classes.

Sustainability Appraisal (SA) - The SA examines the impacts of the Local Plan’s policies against economic, social and environmental objectives. It also provides an indication of what measures may need to be taken to minimise or eliminate any adverse impacts and promote sustainable development. The Planning and Compulsory Purchase Act requires an SA to be undertaken for all Local Plans throughout the plan making process.

Sustainable Community Strategy - Prepared by the Local Strategic Partnership setting out a long-term vision for the area to tackle local needs. In Uttlesford the LSP is known as Uttlesford Futures and the current strategy runs until 2018.

Sustainable Development - Development that is in accord with economic, social and environmental objectives. Development that meets today's needs without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDs) - Areas which are designed to collect surface water run off and to allow slow discharge into the ground or into water courses to reduce the danger of flooding. The water can also be filtered to improve its quality. Town and Village Design Statements - These are community led plans prepared through local consultation to guide the future development of the town/village.

Transport Assessment - A comprehensive and systematic process that sets out transport issues relating to a proposed development and measures to be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all made of travel.

Transport Modelling – Uses comprehensive survey data and mathematical data models to understand how the transport system works, to predict how it will perform in the future, and to evaluate the impact of different transport policies and projects

Use Classes Order - The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. More detail on what types of uses fall within each use class is set out below. Planning permission is not needed when both the present and proposed uses fall within the same class. For example, a greengrocer's shop could be changed to a shoe shop without permission as these uses both fall within use class A1. However, any physical changes

Windfall Site – A site not specifically allocated for development through a development plan but becomes available for development during the lifetime of a plan.

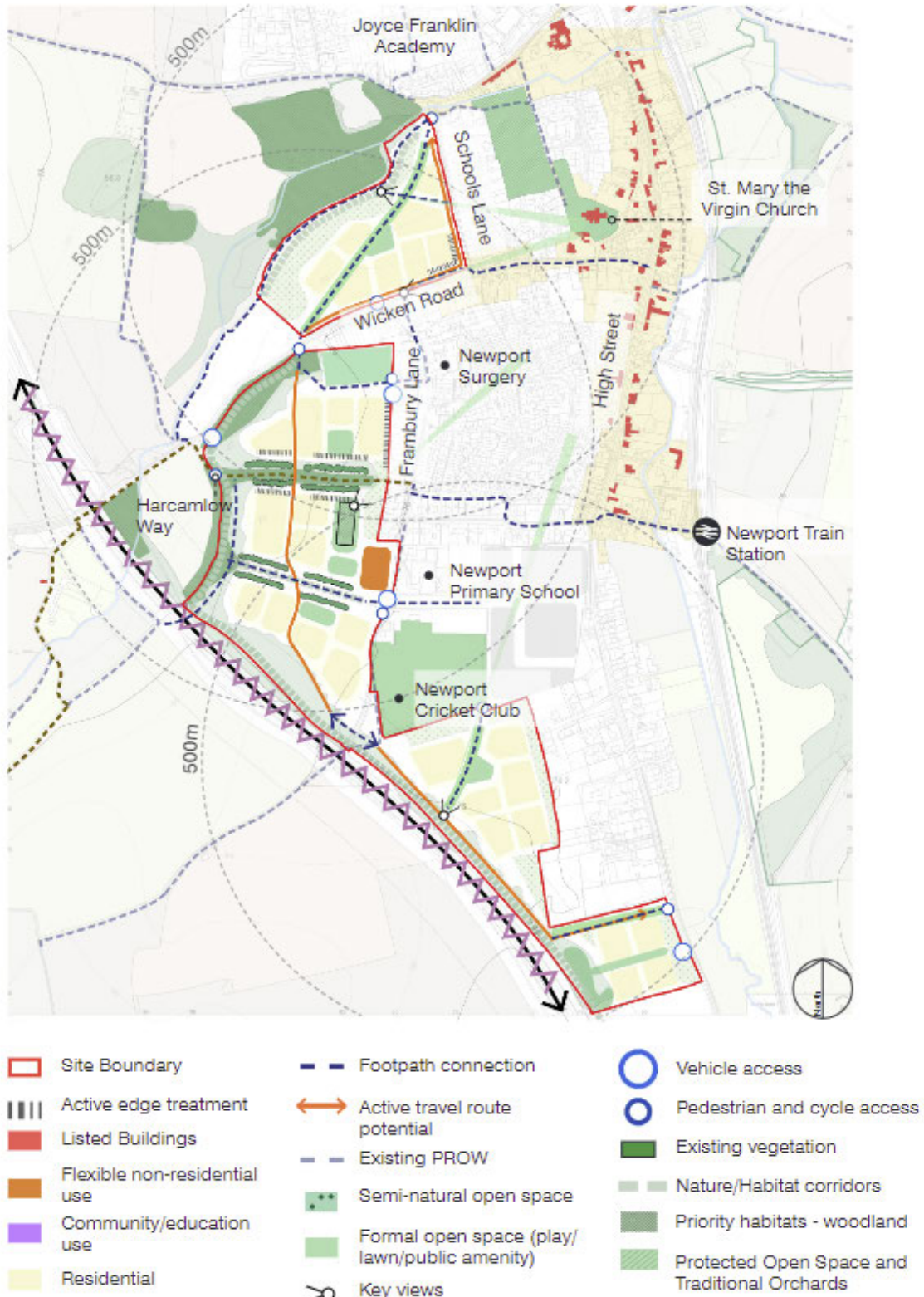
Site Templates

Table of Contents

Appendix 2 - North Uttlesford – Site Development Templates1
Appendix 3 - South Uttlesford – Site Development Templates18
Appendix 4 - Thaxted – Site Development Templates34

Appendix 2 - North Uttlesford – Site Development Templates

Newport Framework



SITE: Land North of Wicken Road/ West of Schools Lane, Newport		HELAA Reference(s): Newport 008
Settlement	Newport	Site History: Application for 74 dwellings refused Sept '18. (UTT/18/1026/OP), appeal dismissed.
Total area (ha)	6.42	
Approximate Developable Area (ha)	2.84	
Existing uses	Agricultural	
Topography and natural drainage	Site slopes from west to east and south to north, drains into Wicken Water Marsh	Site Description: Unfenced agricultural land bounded on its northern side by Wicken Water Marsh a local wildlife site. The village of Newport to the east. Proposed allocation NEW009/010 lies to the south. Open agricultural land to the west.
Proposed Uses	Residential	
Dwelling capacity	74	
Net density (dph)	26	

Key Issues

- Integrating new development to the existing character of Newport
- New development to protect views of St Mary the Virgin Church
- New development to maintain, if not enhance, the Newport conservation area
- Provide biodiversity enhancements to enhance the Local Wildlife Site Wicken Water Marsh to the north of allocation

Urban Design Guidance

- i. Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.
- ii. Examine the potential for increasing density within the heart of the development and along key gateways frontages on Wicken Road.
- iii. Use the built form to create a strong interface along Wicken Road with the conservation area. The built form should consider how it addresses the conservation area to enhance the character of the site, specifically near the Wicken Road and Schools Lane junction.

Climate change considerations

New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.

Transport

Access

- i. The main road in Newport is a North-South route the B1383, access to the B1383 will be via Wicken Road. To deliver this a new access off Wicken Road will be required, this will be needed to be designed to promote active travel not just car journeys.
- ii. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services between Great Chesterford Newport and Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- iv. To provide access to the on-site open space and PROW network as well as into the village.
- v. Provide active travel routes to enhance access to Newport train station. Establish a suitable pedestrian access point from the site into the existing PROW along the northern edge of the site.
- vi. An additional pedestrian and cycle access point in the north-west corner should also be explored to improve PROW connectivity to Wicken Road and the High Street.
- vii. Ensure the existing PROW along the northern part of the site, and any future pedestrian connections within the sites connect into the landscape's wider PROW network.
- viii. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP.

<ul style="list-style-type: none"> ix. Create safe and overlooked pedestrian links in the site, that connect users approaching from Wicken Road, Schools Lane, and Bury Water Lane with a particularly focus on providing safe walking routes between the site and the school. x. Strengthen pedestrian and cycle connections between allocated sites on either side of Wicken Road by improving footway and crossing infrastructure. Reducing the 50mph speed limit of Wicken Road should be discussed with the council when designing any active travel features.
Links to adjoining areas
<ul style="list-style-type: none"> i. Improve access both north to Joyce Franklin academy and south to Newport primary and medical centre and east-west linking allocation to/from the village to promote walking and cycling. ii. Provide link to allocation to south to promote active travel and access to Harcamlow Way for long-distance recreational walking.
Heritage
To the east of the site there is a conservation area, a number of listed buildings and the Grade I listed St Mary the Virgin Church. New development needs to ensure it at least preserves the setting of these.
Landscape
Land slopes towards the village from west to east across the site and from Wicken Road on southern border north towards Wicken Water. Land to the north of allocation is heavily wooded and a Local Wildlife Site, allocation should enhance this asset.
Views
Maximise key views of St. Mary's the Virgin church from the north and south edge of the site. Views should be enhanced through open space configuration and the alignment of key pedestrian routes.
Green Infrastructure and Biodiversity
<ul style="list-style-type: none"> i. Local Wildlife Site Wicken Water Marsh to the north of the site should be enhanced, open space provided on-site. ii. Use of appropriate planting on verges. iii. Planting of species appropriate to a chalk grassland away from local wildlife site. Restoration of chalk grassland. iv. Use of species appropriate to woodland and marshy conditions. v. Maximise the woodland edge and Wicken Water on the northern side to integrate habitat/nature corridors into the scheme. vi. Retain the vegetation and trees along the southern edge of the site parallel to Wicken Road and incorporate these existing assets into a wider green infrastructure strategy. vii. Develop a central open space that is overlooked by buildings and connected by legible direct links throughout the development.
Infrastructure
Health: Contributions to Newport medical centre

Education: Expansion to Newport primary school

Community Centres: Possible community provision adjacent to primary school

Other:

Utilities: Contributions to maintaining sewage system and measures to reduce flood risk

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Land South of Wicken Road/West of Frambury Lane Newport		HELAA Reference(s): Newport 009 + 010
Settlement	Newport	Site History: Application for 150 dwellings refused May '18 (UTT/17/2868/OP). Appeal dismissed.
Total area (ha)	26.18	
Approximate Developable Area (ha)	11.07	
Existing uses	Agricultural	
Topography and natural drainage	Site rises away from M11 and then falls, often steeply, down towards village	Site Description Site is undulating agricultural land bounded on its western/southern border by the M11 with the village of Newport to its east. Proposed allocation NEW008 lies to the north.
Key Issues		
Integrating new development to the existing character of Newport		
Mitigating noise from M11 on new development		
Protecting landscape to west of northern part of site		
Urban Design Guidance		
Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		

Transport

Access

- i. Direct access to B1383 at southern end of site, access to Wicken Road to the north and Frambury Lane to east. To deliver this new access off Wicken Road and Frambury Lane will be required, this will be needed to be designed to promote active travel not just car journeys.
- ii. Outline a vehicular access strategy from Wicken Road and consider the relationship between the likely access point from the western edge and wider pedestrian connections into the town.
- iii. Identify a suitable point of vehicle, pedestrian and cycle access from High Street that will serve the development parcels in the south of the site.
- iv. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services between Great Chesterford Newport and Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- i. To provide access to the on-site open space and PROW network as well as into the village.
- ii. Provide active travel routes to enhance access to Newport train station.
- iii. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP.
- iv. Provide multiple points of pedestrian access with the Harcamlow Way, including pedestrian access from Frambury Lane and Wicken Road.
- v. The site should use the PROW as a key feature of the development and maximise the wide-ranging nature of the PROW.
- vi. Create new PROWs that connect the sites to the landscape adjacent to the M11. PROW should also connect the site with Frambury Lane and community uses such as Newport Primary School and Newport Recreation Ground.
- vii. Ensure pedestrian and cycle routes connect development parcels that are separated by areas of open space and landscape within the site.

viii.	Promote sustainable travel throughout the site, prioritising pedestrian and cycle access and connectivity between the site and Newport High Street and Train Station.
Links to adjoining areas	
i.	Improve access both north to Joyce Franklin academy and across to Newport primary and medical centre and east-west linking allocation to/from the village to promote walking and cycling.
ii.	Provide link to allocation to north (NEW 008) to promote active travel and access to Harcamlow Way to the west for long-distance recreational walking from this allocation.
iii.	Create a strong interface with the western most section of Frambury Lane. The sites relationship with Frambury Lane should be examined further to establish whether a secondary or emergency vehicle access point could be incorporated.
Heritage	
To the north and east of the site there is a conservation area, a number of listed buildings and the Grade I listed St Mary the Virgin Church. New development needs to ensure it at least preserves the setting of these.	
Landscape	
i.	Provide appropriate mitigation measures to address the impacts of noise and air quality (from the M11) in order to protect residential amenity.
ii.	Given the change in levels from west to east, from the allocation towards Newport, new development will need to sit in the landscape to protect views to the west across the allocation from the village.
iii.	Avoid developing in areas with steep and undulating topography. Overlooked and accessible open spaces should instead seek to be included in these areas.
iv.	Enhancements to the existing vegetation that acts as a screen between the allocation and the M11, enhancement of the existing vegetation to make walking/cycling routes across the site more attractive. Trees could enhance setting of existing allotments and strengthen pollinator corridor along western/southern border.
Views	
i.	Retain long distance landscape views to and within the site, with particular regard to the impact of development on existing long-distance views of the landscape and the historic core of Newport.
ii.	Maximise key views of church from higher ground through the careful arrangement of built form and open space.
Green Infrastructure and Biodiversity	
i.	Provide a range of central green areas that combining existing ecological assets and new publicly accessible spaces and include measures to enhance biodiversity. These areas should be distinguishable and create a clear hierarchy between the various parts of the site.

- ii. Enhancements along edges of site and through the site, provision of open space within development, improvements to existing allotments. Use of species appropriate to a chalk grassland and on verges. Restoration of chalk grassland.
- iii. The existing woodland edge that separates the western edge of the sites and the M11 has the potential to be multi-functional and should seek to support biodiversity such as a habitat corridor.
- iv. Protect and enhance the traditional orchard in the south of the site. Any development should use this as a key asset in the open space strategy and provide clear and legible routes leading to and from it.
- v. Strengthen habitat corridor up the M11 including strengthening the woodland corridor (air quality and noise barrier), pollinator planting for B-lines enhancements.

Infrastructure

Health: Contribution to Newport medical centre

Education: Provide an additional community use near the existing primary school. This could be additional to school provision.

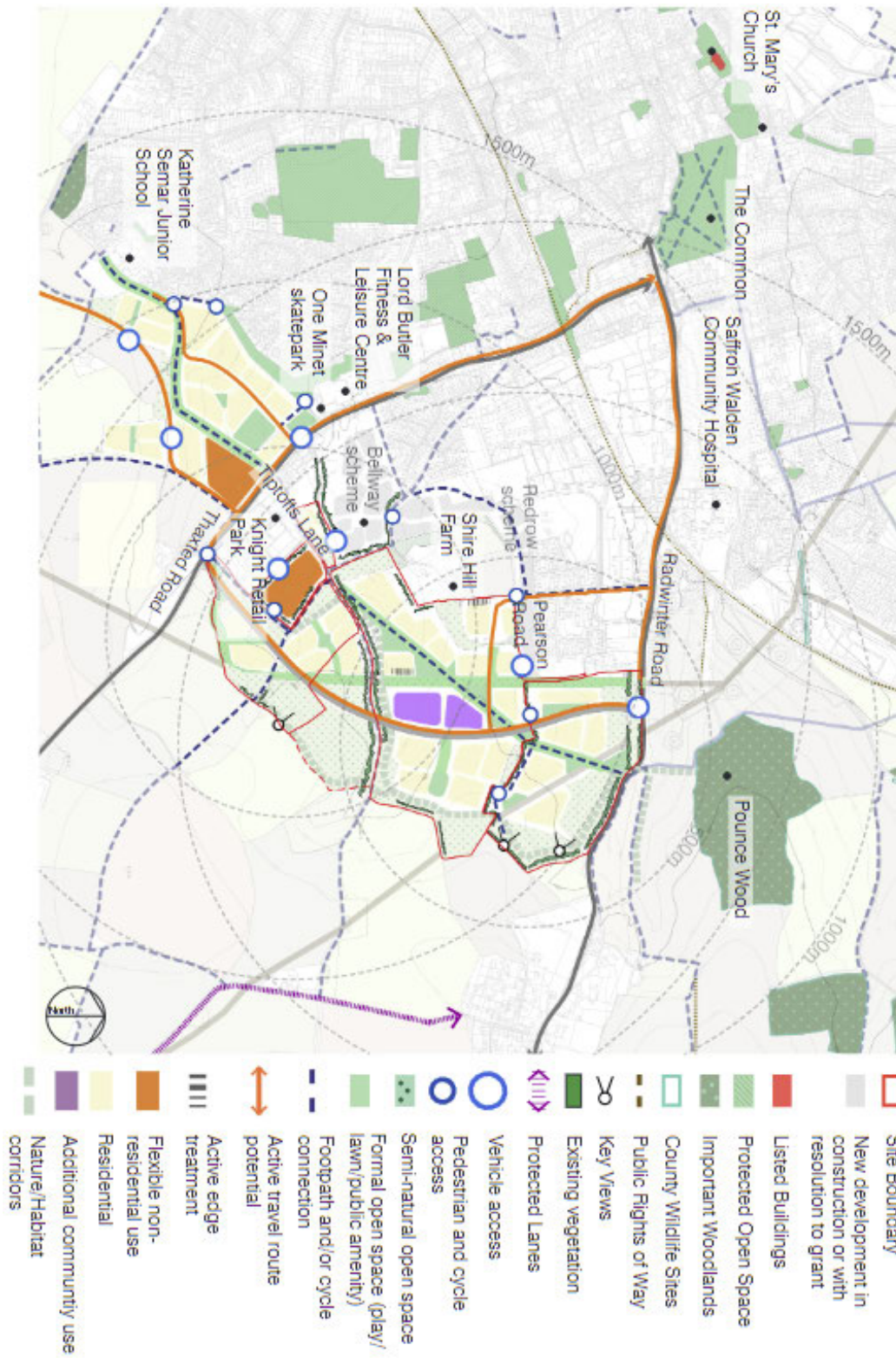
Community Centres: Possible community provision adjacent to Newport Primary School

Other: Enhancement of existing allotments

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Saffron Walden Framework



Land South of Radwinter Road / North of Thaxted Road		HELAA Reference(s): SafWalden 001, 003, 008 and 037
Settlement	Saffron Walden	Site History: Part of site (003) granted outline consent for up to 233 dwellings on appeal October '22 after application refused March '22 (UTT/21/2509/OP)
Total area (ha)	59	
Approximate Developable Area (ha)	24.2	
Existing uses	Agricultural	
Topography and natural drainage	Site gently slopes away from road and commercial development up towards Radwinter Road	Site Description Site is bounded to the west by residential development and commercial development and Thaxted Road to the south, to the east is agricultural land, the north is agricultural land on the opposite side of the Radwinter Road
Proposed Uses	Residential	
Dwelling capacity	845	
Net density (dph)	35	
Key Issues		
Integrating new development into existing character of Saffron Walden		
Provision of education facilities and community facilities		
Provision of link road running between Radwinter Road and Thaxted Road		
Urban Design Guidance		
<p>Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.</p> <p>Provide a mix of uses on the site adjacent to the Knight Retail Park with a proposed 3ha provision for employment and 1ha for residential uses. Provide a mixed-use area in the allocation. This area should be accessible to all visitors across the sites and well-connected by all modes of transport. The mixed-use area will contain a range of uses (including a cafe, a small shop or shops and a community building) and an educational facility supporting a 3FE school.</p>		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water		

efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.

Transport

Access

- i. Be connected by roads that are designed for vehicles. Access between each site should be carefully placed as to avoid any utilities (unless they can be rerouted and to provide clear sightlines through the sites.
- ii. Provide vehicle access for Radwinter Road avoiding utilities constraints and respecting necessary easements. An additional access point should be developed where the existing agricultural access is placed.
- iii. Provide vehicle access from Pearson Road and the prospective Redrow development into the site to the east of Shire Hill Farm.
- iv. Access and new link road will be needed to be designed to promote active travel not just car journeys.
- v. Provide vehicle access from the new Bellway homes development into the residential element of the site adjacent to the Retail Park.
- vi. Provide vehicular access to the site with employment uses from the north-eastern section of the Knight Retail Park. Emergency vehicle access should also be provided at this location.
- vii. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

- i. In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services between Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- i. To provide access to the on-site open space and PROW network as well as into the town/neighbouring facilities.
- ii. Provide active travel routes to enhance access to Audley End train station.

<ul style="list-style-type: none"> iii. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP. iv. Provide pedestrian and cycle access onto Thaxted Road and outline a strategy for future connectivity into Saffron Walden town centre. v. Upgrade Tiptofts Lane to improve cycle and pedestrian connectivity with Thaxted Road. vi. A strategy to integrate future cycle connectivity with the allocated sites and the Katherine Semar Junior School to the south of Thaxted Road should also be developed. vii. Provide multiple points of pedestrian and cycle access to the PROW that runs to the north of the sites and leads users into Saffron Walden town centre. viii. Provide multiple points of pedestrian access to the PROW that runs along the southern edge of the site and frame it as the key pedestrian and route that links pedestrians with surrounding developments and the town centre. ix. The developments should upgrade the PROW to a byway to include access for cyclists.
<p>Links to adjoining areas</p> <ul style="list-style-type: none"> i. Across and within the allocation and link beyond south to proposed adjacent allocation and to commercial area (Knights Retail Park) and north to Pounce Wood. ii. Potential provision to the east of a country park for North Uttlesford. iii. Place the 1ha of residential uses towards the north of the site adjacent to the Retail Park. iv. Residential uses should integrate effectively with the adjoining Bellway homes development.
<p>Heritage</p> <p>Allocation is predominately undeveloped countryside adjacent to recent residential development and commercial development. Landscape, from a heritage perspective, can accept well designed proposals.</p>
<p>Landscape</p> <ul style="list-style-type: none"> i. Provide landscape corridors, spaces for nature, amenity space, community gardening and other green spaces where oil and gas pipes run under the ground. ii. Explore various types of green infrastructure that can be placed in the easement areas of gas and oil pipelines, this could include wildflower planting and a variety of perennials. iii. Provide play spaces in centrally located parts of the scheme that are overlooked by homes and connected by pedestrian-friendly routes. Play spaces should be avoided where the utilities constraints are located. iv. Introduce habitat corridors and green routes in parts of the site where

there are existing landscape assets.

- v. Provide semi natural open space along north and east of allocation to mitigate impact of development.
- vi. Ensure the built form and landscape sensitively integrates with the edge of Shire Hill Farm
- vii. Examine the potential for increasing density within the heart of the development and alongside non-residential uses.

Views

Maximise key views towards Saffron Walden, St Mary's Church and Pounce Wood from higher ground in the western section of the allocation.

Green Infrastructure and Biodiversity

- i. Provide appropriate species planting and green space throughout the site along active travel corridor/open space provision and on verges. Provide Green Infrastructure along on/near gas/oil pipelines across the site.
- ii. Provide for species movement throughout the allocation via green spaces within the allocation and link north to Pounce Wood.
- iii. Provision of trees along northern and eastern border to help screen development.
- iv. Introduce a formal open space designed for sports and recreation in the western part of the scheme. The space may extend beyond the site boundary to the west and any plans to do so should be discussed with the council.
- v. Provide a network of green spaces that are interconnected through clear and legible pedestrian links. These spaces should be overlooked by homes and/or community facilities. These spaces could evolve from the village green settlement structure.
- vi. Retain existing hedgerows and vegetation that define site boundaries and edges and maximise the use of existing trees within the sites as a key landscape and landmarking features.

Infrastructure

Health:

Education: Provision of new 3FE primary school

Community Centres: Provision towards centre of allocation

Other: Potential retail provision

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Land South of Thaxted Road		HELAA Reference(s): SafWalden 006
Settlement	Saffron Walden	Site History: Part of site has permission for up to 170 dwellings permitted May '23 (UTT/22/3258/PINS)
Total area (ha)	23	
Approximate Developable Area (ha)	12.4	
Existing uses	Agricultural	
Topography and natural drainage	Site slopes down towards Thaxted Road	Site Description Site is bounded to the north by the Thaxted Road and the existing Knights Retail Park, to the west by modern residential development and to the south and east by countryside.
Key Issues		
Integrating new development into existing character of Saffron Walden		
Provision of education facilities		
Urban Design Guidance		
Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition they must take cognisance of the Councils' adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		
Transport		
Access Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity. Access to be taken from Thaxted Road.		

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services between Saffron Walden and Cambridge, allowing for an increased frequency of services.
- ii. Enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. Provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- iv. Provide active travel routes to enhance access to Audley End train station.
- v. Deliver any strategic walking and cycling enhancements identified in the Uttlesford and Essex LCWIP.
- vi. Provide pedestrian and cycle access onto Thaxted Road and outline a strategy for future connectivity into Saffron Walden town centre.
- vii. Provide pedestrian access into the park to the north of the site and into One Minet skatepark.
- viii. Use green pedestrian routes and active travel corridors between Thaxted Road and Katherine Semar School to encourage sustainable movement throughout the site.
- ix. Integrate new footpath connections along the hedge boundaries that line the site. These footpaths should connect into existing public rights of way.
- x. Introduce a pedestrian access point from the south-west corner of the site into Katherine Semar School.

Links to adjoining areas

Across and within the allocation and link beyond both south towards Katherine Semar school and north into the adjacent proposed allocation and existing commercial area.

Heritage

Allocation is predominately undeveloped countryside adjacent to recent residential development and commercial development. Landscape, from a heritage perspective, can accept well designed proposals.

Landscape

- i. Develop various types of green infrastructure, this could include wildflower planting and a variety of perennials.
- ii. Provide play spaces in centrally located parts of the scheme that are overlooked by homes and connected by pedestrian-friendly routes.
- iii. Introduce habitat corridors and green routes in parts of the site where there are existing landscape assets.

iv. Retain existing hedgerows/trees and seek enhancement to allow species movement.

Views

Maximise views into Saffron Walden.

Green Infrastructure and Biodiversity

- i. Provide appropriate species planting and green space throughout the site along active travel corridor/open space provision and on verges.
- ii. Provide for species movement throughout the allocation via green spaces within the allocation

Infrastructure

Health:

Education: Include a community or an educational facility (approximately 2.1ha) in the north-east of the site adjacent to Thaxted Road. This location would be suitable for a school or college due to its proximity to public transport, local amenities and primary routes.

Community Centres:

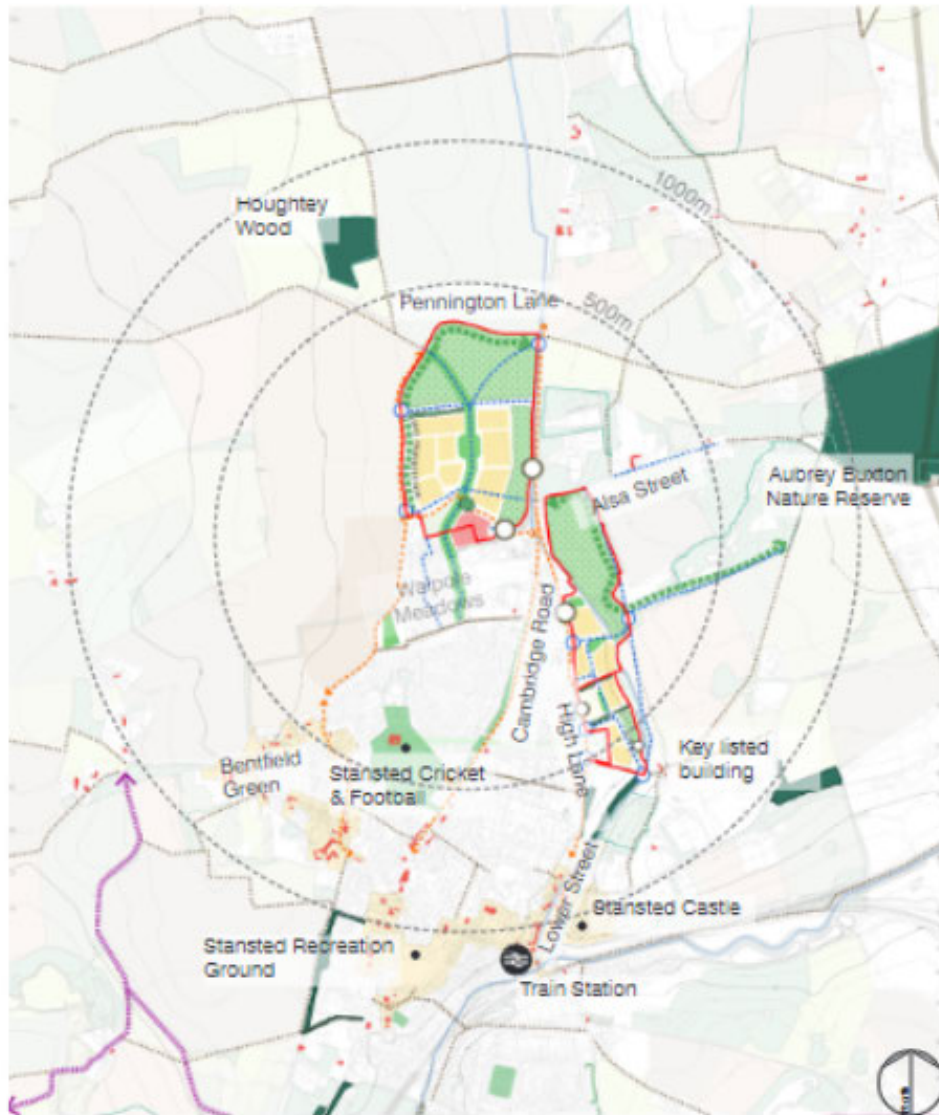
Other:

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Appendix 3 - South Uttlesford – Site Development Templates

Stansted Framework



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

SITE: Land East of High Lane (and to the south of Als Street)

**HELAA References:
Stansted 023 + 013**

Settlement	Stansted Mountfitchet	Site History: UTT/22/0457/OP Outline consent with all matters reserved except for access for up to 30 no. dwellings, parking, landscaping, access and all associated development on southern part of site (023)
Total area (ha)	12.43	
Approximate Developable Area (ha)	4	
Existing uses	Agricultural	
Topography and natural drainage	Generally flat, slight rise towards north and east; drainage along eastern edge	Site Description: To west is new Walpole Meadows development with high-capacity roundabout and SUDs, Cambridge Road and the B1351. Aubrey Nature Reserve to north-east.
Proposed Uses	Residential/Education	
Dwelling capacity	120	
Net density (dph)	35	
Key Issues		
How to link the two sites and create public open space useable from both sites; protect and access the PROW along higher ground on east of High Lane site		
New bus access into site from Cambridge Road		
Links to town centre – improving cycle access		
Urban Design Guidance		
Planning applications pursuant to this allocation (013/023) sites to the east of Cambridge Road and to the east of B1351 High Lane should comply with the guidance set out in the headings below. In addition, they must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate Change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly core policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		
Transport		

Access

Access directly onto High Lane with improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

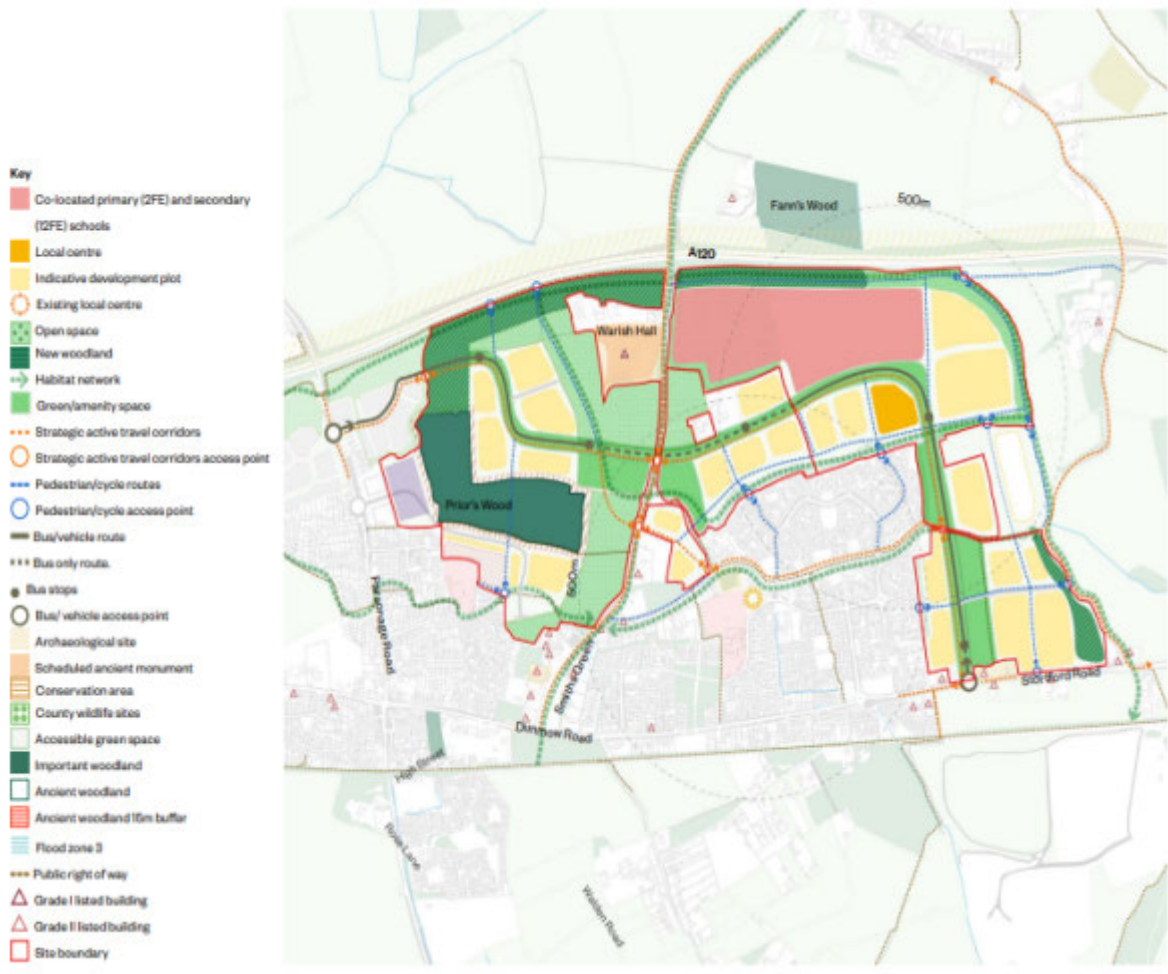
- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established.

Cycling/Walking

- i. delivery of attractive, convenient and all-weather active travel routes within allocated development sites, including connections to and enhancements of the existing Public Rights of Way network
- ii. new and improved off site active travel routes providing connections to key service centres or facilities.
- iii. Maximise the linkages from the development across to the public right of way that runs along the eastern edge of the site whilst making sure that both sites (023 and 013) are connected to provide smooth and uninterrupted pedestrian and cycle linkages. It is also important to make High Lane an attractive and safe route to connect walking and cycling routes between the development and the town centre.
- iv. Maximise the public right of way that runs along the eastern edge by providing several points of pedestrian access from the development. The built form does not need to extend to the eastern edge of the site boundary; however, the PROW must be connected to pedestrian routes in the scheme.
- v. Ensure both sites are connected by a (pedestrian, cycle and vehicular) route providing smooth and uninterrupted movement between both developments, while retaining existing hedgerows and incorporate species-rich wildflower planting on verges to support pollinator movement.
- vi. Make High Lane an attractive and safe route for connecting pedestrian and cycle movement between the town centre and the development. This should

extend beyond the development to schemes to the west of Cambridge Road including Walpole Meadows.
Views
<ul style="list-style-type: none"> i. Enhance views to and from listed buildings as appropriate. ii. Provide strong frontage onto High Lane, and any open spaces that are intended for public use (e.g play areas, community gardening areas, and habitat corridors)
Landscape
Provide a key interface that complements the landscape on the eastern edge of the site. Development should seek to establish that key views of the landscape are protected and equally how the development impacts views into the settlement from the landscape to the east.
Heritage
<ul style="list-style-type: none"> i. Conserve and enhance the setting of the listed building to the south-east corner ii. Enhance the relationship between the open space and the listed building towards the north-east of the site to the east of High Lane
Green Infrastructure and Biodiversity
<ul style="list-style-type: none"> i. Provide play spaces that are located within the local centre of each of the sites. The spaces must be overlooked and accessible by safe pedestrian routes ii. Create areas and corridors of biodiversity across the site that would link with the PROW hedgerows to the east and beyond to the county wildlife site and Aubrey Buxton Nature Reserve iii. Existing Category A trees on the site would require surveying on the site to assess the ecological impact of the development with additional protection and planting as required
Infrastructure
<p>Health:</p> <p>Education:</p> <p>Community Centres:</p> <p>Other:</p> <p>Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.</p> <p>All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.</p>

Takeley Framework



SITE: Land at Warish Hall, Parkers and Warrens Farm, Takeley		HELAA Reference(s): Takeley 007 MIX + 016 RES LtCanfield 003 RES
Settlement	Takeley	Site History:
Total area (ha)	121	UTT/21/1987/FUL
Approximate Developable Area (ha)	40 (excluding schools). 54.5 (including schools)	Mixed use development including: revised access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: light industrial/flexible employment units (c.3568sqm) including health care medical facility/flexible employment building (Use Class
Existing uses	Agricultural and public open space; ancient woodland and watercourses.	

		<p>E); 126 dwellings on Bulls Field, south of Prior's Wood: 24 dwellings west of and with access from Smiths Green Lane; 38 dwellings on land north of Jacks Lane, east of Smiths Green Lane including associated landscaping, woodland extension, public open space, pedestrian and cycle routes</p> <p>Appeal Dismissed</p> <p>UTT/22/2744/FUL</p> <p>Erection of 4 no. industrial/flexible employment (Use Class E) buildings with associated landscaping and parking</p> <p>Approved</p> <p>UTT/23/1583/PINS</p> <p>Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with associated infrastructure.</p> <p>Awaiting Decision</p>
Topography and natural drainage	Generally flat with river courses and artificial bund across northern side of Priors Green development.	Site Description
Proposed Uses	Residential	Site located to the north and east of Takeley on Warish Hall and Parkers Farm. Constraints include the ancient woodland of Prior's Wood and setting of Warish Hall scheduled ancient monument.
Dwelling capacity	1636	The site has a frontage on

Net density (dph)	40-50	Stortford Road through the ECC-owned land. It is largely public amenity greenspace and agricultural with scattered traditional housing around Smiths Green. The Weston Homes business and office units lie to the west accessed off Parsonage Road.
Key Issues		
Integration of new development within the existing character of older style traditional as well as new development in Takeley such as Priors Green.		
Facilitating active and sustainable travel connections within the site, to existing facilities, to the highway, to the Flich Way recreational route, and to Stansted Airport		
Access to highway with different land ownerships		
Protection of designated and non-designated heritage assets and their setting including the feeling of open space		
Delivery of green infrastructure and biodiversity net gains on-site whilst protecting and enhancing existing woodland ecology.		
Mitigating impact of A120 on northern boundary regarding noise and air pollution.		
Ensuring adequate provision of community infrastructure to meet the needs of a growing population and ensuring it is easily accessible by non-car means		
Ensuring new employment uses are accessible by appropriate public transport services.		
Urban Design Guidance		
Planning applications pursuant to this allocation in Takeley should comply with the guidance set out in the headings below. In addition, proposals must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate Change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places		

Transport

Access

- i. Stortford Road providing vehicular access to the eastern parcels of the site and linking to the public transport corridor.
- ii. An access point linking into the existing junction at Parsonage Road.
- iii. The public transport route should be a no-through route for private vehicles between the eastern and western parcels on either side of Smiths Green Lane
- iv. improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. delivery of attractive, convenient and all-weather active travel routes within allocated development sites, including connections to and enhancements of the existing Public Rights of Way network
- ii. new and improved off site active travel routes providing connections to key service centres or facilities.
- iii. An active travel and public transport spine should be provided connecting the new neighbourhoods to a new local centre within the eastern parcel.
- iv. New active travel route through Priors Wood.
- v. Active travel route crossing Stortford Road and linking to Fritch Way
- vi. Active travel routes east-west across the sites and linking to existing communities.

Links to Adjoining Areas

Provision of new links through the existing bund to Gilders Road and Saffron Way

Heritage

- i. New green space to the south of Warish Hall moated site and remains of Takeley Priory (Scheduled Monument) and Warish Hall and Moat Bridge (Grade I Listed building).
- ii. Smith's Green is ancient green space subject of consultation on proposed Conservation Area with several listed buildings along edges, all of which must be respected in built form and layout.
- iii. New neighbourhoods should be arranged around a green open space which acts as a green wedge alongside along Smiths Green Lane providing amenity for new and existing communities, and a setting for heritage and new developments

Landscape

- i. Open space and woodland should provide a buffer to the A120, accommodating part of the Harcamlow Way
- ii. Green amenity space to be provided adjacent to the proposed bus route to the south- east portion of the site.
- iii. Green amenity space adjacent to the proposed bus route to the south of Warish Hall
- iv. New woodland to the north of the site expanding Priors Wood and providing a buffer to the A120.
- v. Proposed new woodland to the south-east of the site providing a buffer between new development and adjacent agricultural land.
- vi. Minimum 15m buffer to be provided to Priors Wood Ancient Woodland.

Views

Views from the south along Smiths Green Lane towards Warish Hall should be retained, and southwards.

Green Infrastructure and Biodiversity

- i. Green corridors throughout the site along key active travel and public transport routes, and alongside the public transport corridor.
- ii. A large portion of the Takeley site is within the Natural England Amber Risk Zone for Great Crested Newts, meaning that it has Great Crested Newt populations, habitats and dispersal routes where developers can use district level licensing in these zones to accommodate the species.
- iii. This site is within the B-Lines National Pollinator Network where active travel routes and major road verges should provide biodiversity enhancements to benefit pollinators.
- iv. The whole site is within the Natural England National Habitat Network Expansion Zone around important River Habitats and provides opportunity for their enhancement ensuring there is a 10m buffer that must be maintained to all rivers and watercourses.

Infrastructure

Health: New health facility to be provided in the local centre and to be provided to an as appropriate design and specification to agreed with the council and relevant health organisation.

Education: new 12FE secondary school and one 2FE primary school, co-located and potentially to create an all-through school. To be located in a traffic free 'school zone' in accordance with County education department principles, well connected to walking, cycling routes and bus routes. New primary school , adjacent to new local centre and on public transport corridor. Secondary school to be located along the north eastern boundary of the site, adjacent to new local centre and also on public transport corridor.

School playing fields and amenity areas to be located to the western end of the site to help maintain the open setting for the heritage assets around Smiths Green. School playing fields to be located close to new public park at Smiths |Green. Roseacres school expansion to be accommodated on allocated 1ha

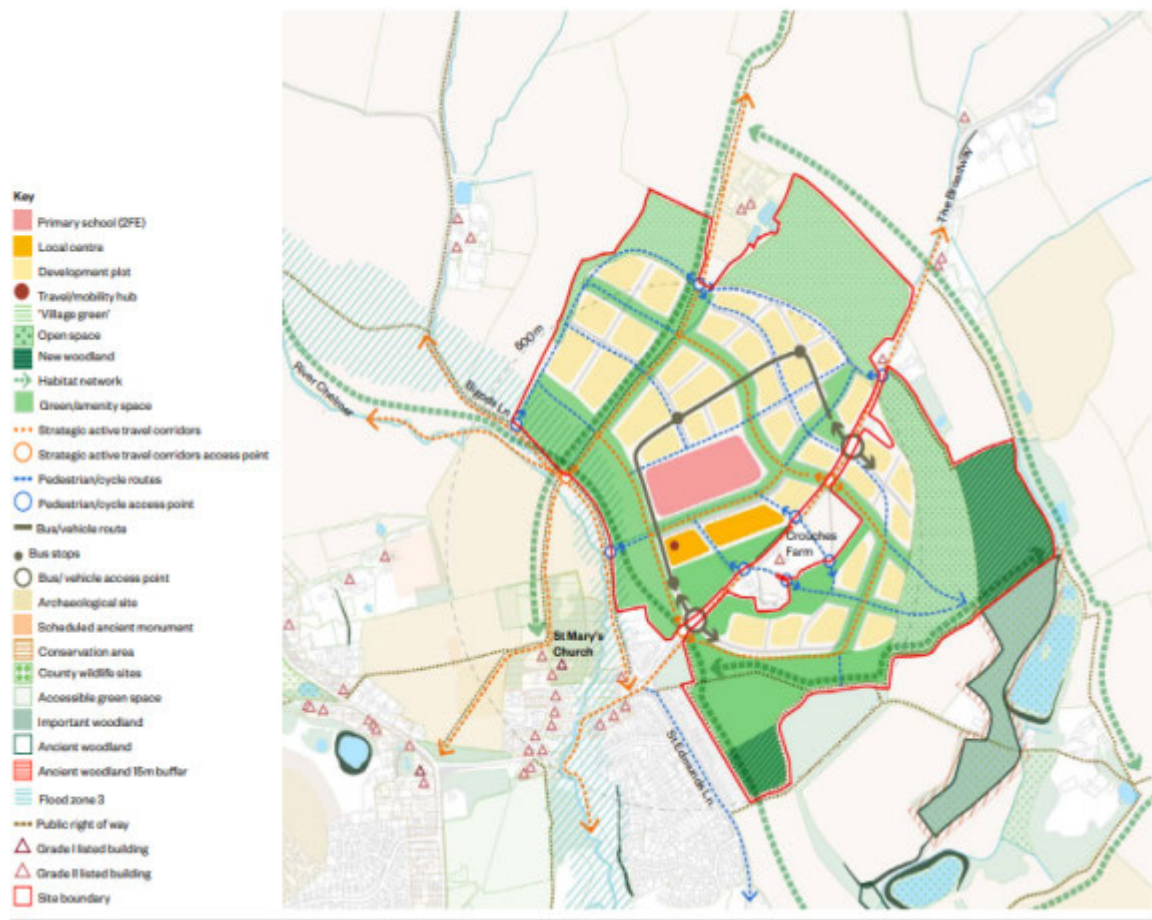
Community Centres:

Other: Creation of a new local centre in the eastern parcel positioned to maximise its catchment of residents but minimise impact on the existing local centre at Little Canfield.

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Great Dunmow Framework



SITE: East of Church End, off The Broadway, Great Dunmow		HELAA Reference(s): Gt Dunmow 009
Settlement	Great Dunmow	Site History: No recent planning history within the main site. Appeal dismissed 2018 on 50 dwellings, NW of The Broadway and NE of Bigods Lane; application refused 2019 for 115 dwellings on site adjoining Church End, NE of St Edmunds Lane
Total area (ha)	68 (42.8 to NW/25.2 to SE of The Broadway)	
Approximate Developable Area (ha)	21.17 (excluding school. 23.27 (including school))	
Existing uses	Agricultural	

Topography and natural drainage	Sloping site from 80mOD to Church End and down to River Chelmer to SW of site at 50OD. Central Plateau on north side. Undulation on south side affords views of Church.	Site Description: The site is located off Broadway (B1057) adjacent to Church End, Great Dunmow. The site is Northeast of the town, approx. one mile from town centre. Adjoins Church End Conservation Area and access to The Broadway is across a width and weight restricted bridge. Lightly trafficked Bigods Lane joins B1057 at crossroads with St Edmunds Lane. Other constraints are the floodplain at the River Chelmer and Merks Hill ancient woodland on SE boundary.
Proposed Uses	Residential, education and community uses with mobility hub and possible small employment uses.	
Dwelling capacity	869	
Net density (dph)	40 - 50	

Key Issues

Importance of maintaining the open aspect and rural feel arising from the sweeping views towards the Church End Conservation Area, the west-facing incline from the plateau area to the south east and the slope towards the River Chelmer

Sensitive landscape and ecologies around the perimeter and through the site.

Connectivity to local services and facilities in order to integrate the new development with the existing community;

Need to mitigate local impact of traffic on St Edmunds Lane and local roads

Narrow and weight restricted bridge leading to the town centre

Impact on heritage areas of the Church End Conservation Area including views of the church and listed Parkers Farm, Marks Hall Farm and Bigods Hall

Severance imparted by the split site across The Broadway and the retained landownership of Crouches Farm in the centre of the site on the south side of The Broadway which limits access to proposed local centre across The Broadway.

Urban Design Guidance

Planning applications pursuant to this allocation in Great Dunmow should comply with the guidance set out in the headings below. In addition, proposals must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.

Climate Change considerations

New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places

Transport

Access

- i. Streets should follow contours to form a network of continuous, interlinked routes
- ii. New junctions on The Broadway enabling a bus loop through northern parcel and to provide access to residential areas
- iii. Improved connection should be provided onto Church End at St Edmunds Lane
- iv. Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity.

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. New connections should be provided from south parcel of site into Church End at Edmunds Lane to provide onwards connections
- ii. Strengthen Bigods Lane as an active travel corridor
- iii. Access from Bigods Lane to St Mary's churchyard should be improved to provide safe and convenient access into Great Dunmow for new communities
- iv. Create network of routes that follow the contours around the site and link to the proposed local centre
- v. delivery of attractive, convenient and all-weather active travel routes within allocated development sites, including connections to and enhancements of the existing Public Rights of Way network

<ul style="list-style-type: none"> vi. new and improved off site active travel routes providing connections to key service centres or facilities. vii. An active travel and public transport spine through the site on the northern side should be provided connecting the new neighbourhoods to a new local centre which may include a small mobility hub to serve local residents and workers.
<p>Links to adjoining areas</p>
<ul style="list-style-type: none"> i. Leisure routes linking PROW into areas to the south including Merks Hill Wood should be created. ii. Explore opportunities for connections through the land parcels around Crouches Farm, connecting into routes along the green corridors and to the local centre.
<p>Heritage</p>
<ul style="list-style-type: none"> i. Maintain views of the Grade II Listed Crouches Farm from the proposed riverside park. Development should step back from The Broadway to maintain the setting of Crouches Farm. ii. Views of St Mary's Church should be framed by the building form and layout and maintained from the existing PROW within the southern site iii. Development should be set back from the historic Bigods Lane to maintain its local rural character.
<p>Landscape</p>
<ul style="list-style-type: none"> i. Creation of open spaces to north-east of the site should be designed to maintain views over the ridge of the plateau to Church End. ii. Green amenity spaces should be provided along strategic active travel routes running both north-south and east-west through the site. iii. Create a riverside park alongside the River Chelmer and Bigods Lane to link with new green infrastructure all around the site to provide a continuous public green space, amenity and recreational parkland accessible for new and existing residents. iv. Merks Hill Wood, located to the south east of the site, should be integrated within the green infrastructure network with enhanced woodland planting
<p>Views</p>
<ul style="list-style-type: none"> i. Views of St Mary's Church should be maintained from the existing PROW along the southern boundary. ii. Open spaces to north-east of the site should enhance views of the village from the ridge of the hill.
<p>Green Infrastructure and Biodiversity</p>
<ul style="list-style-type: none"> i. Green corridors should link the riverside park with surrounding hedgerows and woodland. ii. Existing hedges should be retained to provide habitats and structure iii. Watercourses should be restored and improved for Biodiversity Net Gain.

- iv. A minimum 10m buffer to rivers and watercourses must be maintained.
- v. The north and east of the site is within the Natural England Amber Risk Zone for Great Crested Newts, meaning that it has Great Crested Newt populations, habitats and dispersal routes which must be conserved and District level licensing in these zones used.
- vi. The site is within the B-Lines National Pollinator Network such that active travel routes and road verges should be enhanced to benefit pollinators.
- vii. The southern portion of site is within Natural England National Habitat Network and Natural England should be consulted on proposals in this area.
- viii. An area defined as an Expansion Zone around Ancient Woodland habitat should include a buffer zone to the Ancient Woodland at Merks Hill; new woodland planting should be provided where appropriate.
- ix. Open terrestrial habitat for Barn Owl/Bat foraging should be considered in addition to new woodland planting. Development should include built-in habitats in the fabric of new building (swift/bat boxes) particularly on elevations facing Ancient Woodland

Infrastructure

Health: New health facility to be provided in the local centre and to be provided to an as appropriate design and specification to agreed with the council and relevant health organisation.

Education: A new 2FE Primary school is required and to be located close the local centre and the bus loop. The school should be positioned within a traffic free 'school zone' and well connected to walking, cycling and bus routes

Community Centres:

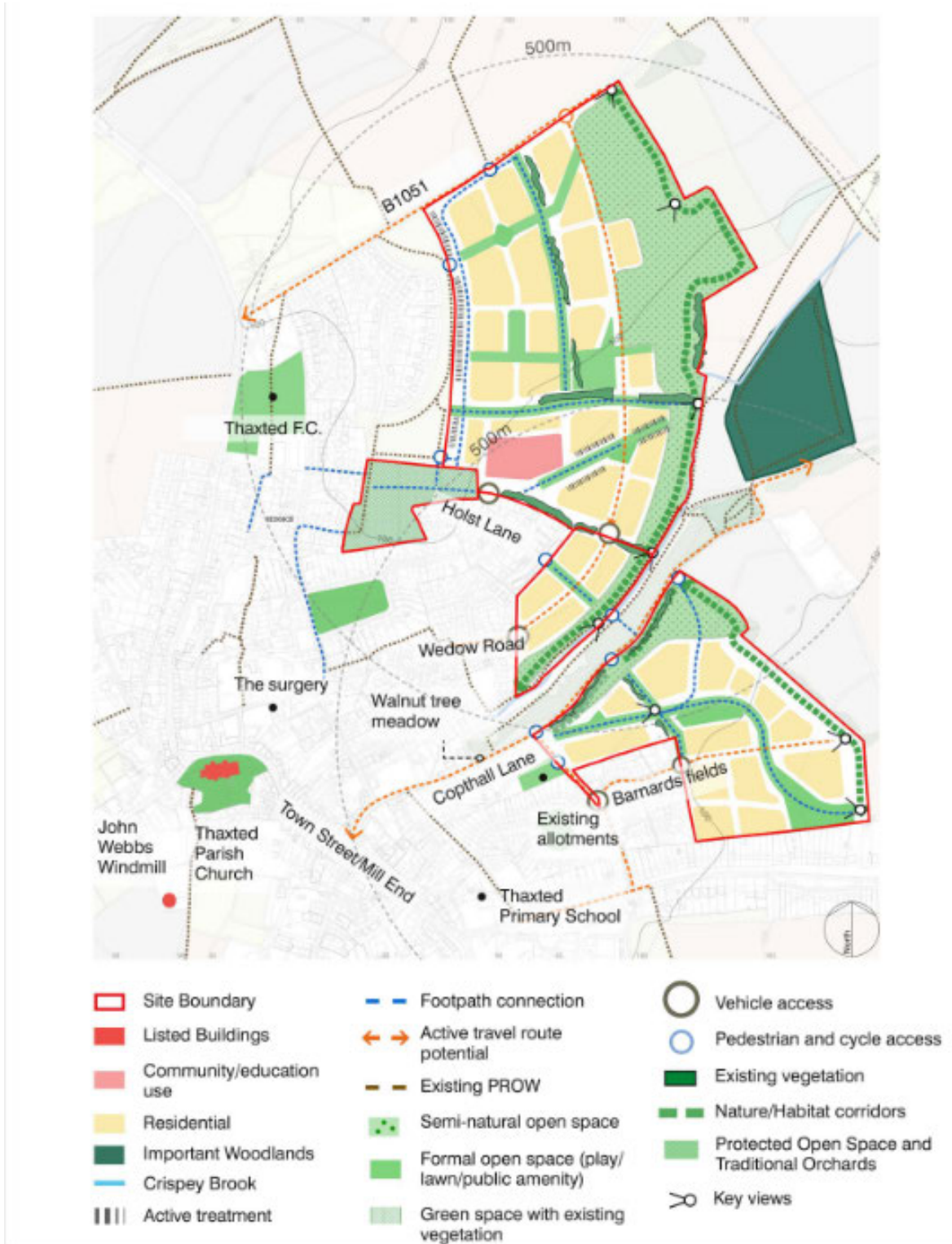
Other: A local centre should be provided in the northern site with access from the proposed new bus loop and linked by green infrastructure to the riverside park, potentially including sports pitches

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

Appendix 4 - Thaxted – Site Development Templates

Thaxted Framework



SITE: Land to the North-East of Barnards Field		HELAA Reference(s): Thaxted 002 + 003
Settlement	Thaxted	Site History: No planning history within the site.
Total area (ha)	10.4	
Approximate Developable Area (ha)	5.7	
Existing uses	Agriculture/Scrubland	
Topography and natural drainage	The south-eastern corner of the site is the highest point, with the levels falling away toward the north-west. Drainage follows the topography downhill and towards Crispey Brook to the north of the site.	Site Description: The site comprises an irregularly shaped parcel of land presently in agricultural use. The site is bounded to the north and east by hedgerow, and to the west and south by fencing associated with existing residential curtilages.
Proposed Uses	Residential	
Dwelling capacity	150	
Net density (dph)	26	
Key Issues		
Integration of new development within the existing character of Thaxted.		
Facilitating active travel connections between the site and the town centre.		
Protection of designated and non-designated heritage assets and their setting.		
Delivery of green infrastructure and biodiversity net gains on-site.		
Urban Design Guidance		
Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition, they must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel.		
Climate change considerations		
New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.		

Transport

Access

- i. Provide vehicular access to the site via Barnards Field at the south-western corner of the site and explore providing vehicular access to the site from the eastern extent of Barnards Fields.
- ii. Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. Create a strong interface with Copthall Lane and develop a pedestrian and cycle access strategy which demonstrates how pedestrians and cyclists can be connected between Copthall Lane and at the north-western corner of the site.
- ii. Create a pedestrian point of access in the north-east corner of the site that connects into the existing PROW network that extends beyond Copthall Lane and the woodland nearby.
- iii. Pedestrian and cycle access should be provided between Barnards Fields and the site to ensure appropriate connectivity.
- iv. Explore providing a pedestrian access into the allotments on the western edge of the development.
- v. New active travel routes should be attractive, convenient and all-weather. Moreover, they should be equipped with dropped kerbs, tactile paving and other features are provided to make walking within the village as accessible as possible

Links to adjoining areas

Proposals should ensure the land beyond the eastern boundary of the site could be easily integrated and accessed on foot, bicycle or by vehicle from the adjoining eastern side of the site.

Landscape

- i. Landscaping within development proposals should protect and enhance views into and from the historic core to the west, whilst linking and complementing the existing hedgerow/tree line along the eastern and northern edges of the site.
- ii. Tree planting is encouraged within the development especially where this would support attractive and pleasant active travel corridors.

Views

- i. Development should maximise key views of the Grade I Listed church and John Webbs Windmill from higher ground along the southern edges of the site. Where key views which terminate with these assets are established, proposals should focus high quality active frontages along these routes.
- ii. Development should also focus on retaining long distance views Thaxted's wider landscape, taking account of how the sloping valley topography will affect views.

Green Infrastructure and Biodiversity

- i. Propose a range of central green areas that combine existing ecological assets and include measures to enhance biodiversity and encourage play and recreation. These areas should be centrally located and accessible by a range of safe and legible routes that are appealing to pedestrians.
- ii. Opportunities should be taken to deliver biodiversity net gains as part of the proposed drainage strategy. Provision should be made on-site for natural green spaces as well as the aforementioned publicly accessible open spaces.
- iii. Retain the existing hedgerows and vegetation that run north to south in the site and border the edges of the site boundary.
- iv. Develop a green infrastructure strategy that seeks to compliment important woodland and landscape towards the north-east of the site.
- v. Retain existing hedgerows and vegetation that run north to south in the site and border the edges of the site boundary.
- vi. Develop a green infrastructure strategy that seeks to compliment important woodland and landscape towards the north-east of the site.

Infrastructure

Health:

Education: Provision of new primary school, initially 1Fe, within the 'Land to the North of Holst Lane' allocation.

Community Centres:

Other:

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.

SITE: Land to the North of Holst Lane		HELAA Reference(s): Thaxted 015 + 017 + 018 + 020
Settlement	Thaxted	Site History: UTT/15/0954/OP - Refused UTT/18/1730/OP - Refused UTT/21/1836/OP - Resolution to grant 49 dwellings, subject to the completion of a Section 106 agreement.
Total area (ha)	24.8	
Approximate Developable Area (ha)	13.0	
Existing uses	Agricultural	
Topography and natural drainage	The north of the site is the highest point, with the levels falling away toward the south. Drainage follows the topography downhill and towards Crispey Brook to the south of the site.	
Proposed Uses	Residential/ Education	Site Description: The site comprises an irregularly shaped parcel of land presently in agricultural use. The site is bounded to the north and east by hedgerow, and to the west and south by fencing associated with existing residential curtilages.
Dwelling capacity	339	
Net density (dph)	26	
Key Issues		
Integration of new development within the existing character of Thaxted.		
Facilitating active travel connections between the site and the town centre.		
Protection of designated and non-designated heritage assets and their setting.		
Delivery of green infrastructure and biodiversity net gains on-site.		
Delivery of new primary school to support population growth.		
Urban Design Guidance		
<ul style="list-style-type: none"> i. Planning applications pursuant to this allocation should comply with the guidance set out in the subsequent headings below. In addition, they must take cognisance of the Council's adopted Design Code as it applies to relevant character areas. Applications may be subject to review by the nominated Quality Review Panel. ii. Development must provide additional services and facilities within a new minor centre. This must include a 1F/E primary school on a 2F/E sized site and 		

should consider another use such as a local convenience retail, leisure, or community building. This centre should be arranged and orientated within the development so that it forms a logical part of the wider settlement and creates a strong relationship with the existing built form.

- iii. Development should promote higher densities within the heart of the development and alongside these non-residential uses.

Climate change considerations

New development to promote the establishment and enhancement of green infrastructure, implementation of SuDS, and the delivery of energy and water efficient dwellings in accordance with the Local Plan policies particularly Core Policies 1, 23, 24, 25, 26 and 35. Electric Vehicle Charging points to be provided in public places.

Transport

Access

- i. Demonstrate suitable vehicular access onto the B1051, exploring the possibility of two access points if necessary. Where a single access is proposed, the internal road alignment should be such that a cul-de-sac layout isn't formed.
- ii. Improvements to junctions as identified in the transport evidence which are required to improve highway capacity and/or facilitate active travel connectivity

Parking

In line with Core Policy 32, this will include provision for car clubs and electric vehicle charging and cycle parking as standard for each new dwelling.

Buses

- i. Financial contributions towards the improvement bus services, allowing for an increased frequency of services.
- ii. enhancement of existing bus stops to provide improved facilities including real-time information on services.
- iii. provision of discounted bus services for new residents to ensure sustainable transport habits are established

Cycling/Walking

- i. Prioritise connectivity via a series of pedestrian, cycle and vehicular linkages. Pedestrian and cycle links within the site is required to connect with the existing public footpath that extends between Burns Way and The Mead. Additionally, pedestrian and cycle connectivity should link this public footpath to the PROW network situated to the south and east of the site via a footbridge. Opportunities for connecting pedestrian and cycle links from the site into Holst Lane (both its western extent and its spur which runs northwards) should be explored.
- ii. Provide pedestrian routes alongside the full highway extent, as well as onto Copthall Lane along the southern and eastern edges of the site.
- iii. New active travel routes should be attractive, convenient and all-weather. Moreover, they should be equipped with dropped kerbs, tactile paving and

<p>other features are provided to make walking within the village as accessible as possible</p>
<p>Landscape</p>
<ul style="list-style-type: none"> i. Development proposals should retain all valuable trees and reinforce the tree landscape buffers to the east along the site boundary to maintain the sense of enclosure and minimise intrusion into the wider landscape. ii. Tree planting is encouraged within the development especially where this would support attractive and pleasant active travel corridors.
<p>Views</p>
<ul style="list-style-type: none"> i. Development should maximise key views of the Grade I Listed Church and John Webbs Windmill from within the site. The site should also focus on retaining long distance views with regard to the historic core of Thaxted and its wider landscape. ii. Where key views which terminate in these assets are established, proposals should focus high-quality active frontages along these routes.
<p>Green Infrastructure and Biodiversity</p>
<ul style="list-style-type: none"> i. Develop an approach to sensitively front on to the traditional orchard along the western edge of the site boundary. The site's open space strategy should explore a method of integrating and connecting the orchard into the site's open space mix. ii. Maximise the use of Walnut Tree Meadow and its function in supporting biodiversity. iii. Acknowledge and respond to the presence of Crispy Brook, the woodland belt and the open space to the south of the site through layout, design, orientation and connectivity. iv. Utilise open space in the eastern part of the site to form a natural connection with the existing woodland located off Copthall Lane. v. Provide a network of green spaces that are interconnected through clear and legible pedestrian links. These spaces should be overlooked by homes and/or community facilities and any play space should be situated within the heart of the development. vi. Opportunities should be taken to deliver biodiversity net gains as part of the proposed drainage strategy. Provision should be made on site for natural green spaces as well as the aforementioned publicly accessible open spaces.
<p>Infrastructure</p>
<p>Health:</p> <p>Education: The development must accommodate and contribute towards the delivery of a 1FE primary school on a 2F/E sized site as part of the allocation.</p> <p>Community Centres: Explore the potential for the delivery of a further non-residential use near the school, in an accessible location with good links to the existing settlement.</p>

Other:

Utilities: Contributions to maintaining the sewage system and measures to reduce flood risk.

All mitigations required for any development, will be subject to viability testing. If appropriate, developers will be expected to make an endowment or revenue contribution towards the maintenance of public and play space.