

Land known as Bull Field Redetermination - Addendum Report

Appendix S - Extracts from the relevant Draft Regulation 19 Policies

Weston
Homes



Meeting Our Housing Needs



- 4.17 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.
- 4.18 With these aims, the Plan makes provision for at least 14,741 new homes to be delivered during the Plan period (2021 to 2041) as set out in **Core Policy 2: Meeting our Housing Needs**. This is in excess of the Objectively Assessed Need for Housing for the Uttlesford District up to 2041, as identified in the updated Local Housing Need Assessment of 13,500.
- 4.19 The Plan makes provision for a supply of housing in excess of the requirement in order to provide for flexibility and contingency and to help ensure the Plan can achieve and maintain a five-year housing land supply, as required by national policy.



Sources of Housing Supply

- 4.20 A number of sources of housing supply will ensure a continuous supply of housing delivery across the Plan period. These will include:
- housing completions (in the period from April 2021 to March 2024)
 - existing planning commitments
 - strategic allocations made within the Plan (sites of 100 or more dwellings)
 - non-strategic allocations (sites of 99 or fewer dwellings) that will be identified through Neighbourhood Plans, 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’.

- 4.21 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.

- 4.22 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). 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 Heritage.

- 4.23 The scale of development at the identified strategic allocations will enable infrastructure to be provided that offers wider benefits to their local areas.

Core Policy 2 Meeting Our Housing Needs

The housing requirement for the Uttlesford District is for 13,500 homes to be delivered in the Plan period between 2021 and 2041.

The Plan provides for at least 14,741 dwellings by 2041 in the interest of providing for flexibility and contingency.

3,738 dwellings will be delivered through strategic allocations. Additionally, a further 900 dwellings will be delivered through non-strategic allocations at the Larger Villages (600 dwellings) and at Newport (300 dwellings), which is classified as a Local Rural Centre. Additional dwellings will also be delivered through Neighbourhood Development Plans or through the Development Management Process (including windfalls). 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)	13,500
Housing completions (April 2021 to March 2024)	1,802
Housing Supply	
Known Commitments	6,812
Strategic Allocations	3,738
Non-Strategic Allocations	900
Windfalls	1,540
Lapse Rate	-51
Total Housing Supply	14,741

Strategic Allocations

Development will be supported at strategic allocations where it (a) meets the requirements set out within the Site Development Frameworks shown by **Appendices 2 to 4** and (b) is in accordance with 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
Saffron Walden	Key Settlement	Land South of Radwinter Road and North and South of Thaxted Road	879
Total			879

Table 4.5: Strategic Allocations identified for South Uttlesford

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Great Dunmow	Key Settlement	NE Great Dunmow	715
		Land between the River Chelmer and the B1008	203
Takeley/ Prior's Green	Local Rural Centre	NE Takeley	1,506
Total			2,424

Table 4.4: Strategic Allocations identified for Stansted Mountfitchet and Elsenham

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Stansted Mountfitchet	Key Settlement	Walpole Meadows North, East of Pennington Lane East of High Lane	270
			55*
Elsenham	Local Rural Centre	Land East of Station Road Elsenham	110
Total			435

*this site is below the 100 threshold for strategic development but is regarded as strategic in the context of planning for larger scale development nearby to ensure the site delivers appropriately for the settlement.

Non-Strategic Allocations

Development will also be supported at non-strategic allocations at the Local Rural Centre of Newport and at the Larger Villages where development is (a) set out within Made Neighbourhood Plans, and (b) is in accordance with the Development Plan taken as a whole.

Non-strategic allocations at Larger Villages and at the Local Rural Centre of Newport will be identified in made Neighbourhood Plans in accordance with the identified housing requirement figures for the Larger Villages as shown within the **Rural Area Strategy in Core Policy 19** and for Newport in the North Uttlesford Area Strategy in **Core Policy 6**.

Chapter 6

South Uttlesford Area Strategy

- 6.1 The **South Uttlesford Area Strategy** covers the east-west corridor that extends broadly from the M11 and Stansted Airport to Great Dunmow and includes the settlement of Takeley, the A120 and B1256 Storrford Road, Hatfield Forest and the Fritch Way. The area forms a strategically important employment and transport corridor, largely following the A120 that links Stansted Airport and the M11 at Junction 8 to Braintree and the east coast beyond. The Local Plan approach to the Eisenham and Stansted Mountfitchet area is set out in **Chapter 7**.
- 6.2 The area's regional economic importance is focused on the economic activity generated by Stansted Airport and its planned expansion. There is an identified need for employment in this area, both for larger scale commercial sites and for smaller units and for offices. This includes the Northside commercial development that has consent for 195,000m² that adjoins the Airport.
- 6.3 The two road arteries through the area connect at Junction 8 of the M11 motorway and provide access to railway stations on the Cambridge to London West Anglia Main Line at Stansted Mountfitchet, and the multi-modal transport hub at Stansted Airport itself. The improvements to Junction 8 under construction are designed to help meet additional movement from the Airport-related growth.



6.4 The countryside is agricultural in character with more rolling topography around Great Dunmow. There are three watercourse systems draining into the Rivers Chelmer, Roding and Stort. The waterway and river courses are associated with a variety of habitats with considerable scope for enhancement along agricultural margins and through required biodiversity enhancement, particularly where development is proposed on farmland.

6.5 The area is a popular place to live and has experienced considerable inward movement of people. There are currently three 'made' Neighbourhood Plans in the South Uttlesford Area, including the Great Dunmow Neighbourhood Plan (December 2016), the Felsted Neighbourhood Plan (February 2020), the Stebbing Neighbourhood Plan (July 2022) and Takeley which has been designated as a neighbourhood plan area. A review of the Felsted Neighbourhood Plan has been underway since October 2023.

6.6 Beyond Saffron Walden, Great Dunmow remains the next largest settlement in the District, and is classified as a 'Key Settlement'. With its location about 6 miles east of Stansted Airport, and with easy access to the A120 dual carriageway, the area experiences significant development pressure. Great Dunmow functions as a service centre and offers a range of facilities and services which have historically met the needs of the growing population. However, with significant new development in recent years, there has

been additional pressure on key services such as for education, utilities, convenience shopping, public open space, sports and youth provision. The town's ancient and historic character is reflected in the many listed buildings, churches, footpath network and numerous isolated farmsteads, complemented by a productive agrarian landscape with stream and river courses and patches of Ancient Woodland. Care must be taken to ensure that further new development is sympathetic in design and urban form, provides complementary services and good sustainable travel access to other towns, places of work and Great Dunmow town centre itself.

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 development, which can help to boost the sustainability of the area. The settlement has seen piecemeal development in recent years. With the new strategic scale development allocated in this plan, there is opportunity to provide a comprehensive and high-quality development framework that incorporates large areas of open space, protects the historic and environmental assets, and also provides for a new local centre and infrastructure such as schools and community 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 and 'Garden Village' type of

development in the District (this is discussed in more detail later in this chapter).

6.8 The countryside around Stansted Airport on its north, east and southern sides is protected by the Countryside Protection Zone (CPZ). The CPZ boundaries and policy have been enshrined in the District's planning process since the last adopted 2005 Local Plan. It stems from the planning decision over Stansted Airport's expansion in the 1980s and seeks to preserve the rural character around the Airport permitting only development that does not harm the character or lead to the merging of new with existing developments. Despite this, some speculative development within the CPZ has occurred as a result of there not being an up-to-date Local Plan in place which meets local needs. This Chapter includes an updated CPZ policy, which seeks to strengthen the effectiveness of the policy, whilst reflecting the substantial change that has occurred since its original inception.

6.9 Overall, the **South Uttlesford Area Strategy** aims to provide new housing to the highest standards reflecting the principles of a Garden Village, sustainable travel accessibility, community facilities and employment sites. The Plan also recognises the existing characteristics and heritage of the area, such as Hatfield Forest, Smiths Green, Church End village, Warish Hall, and the Fitch Way as well as views of and access to the characteristic landscapes and watercourses.

How the South Uttlesford area will Change by 2041

- 6.10 By 2041, the following 'deliverables' are sought within the South Uttlesford Area:
- the provision of around 2,424 new dwellings on three strategic development sites at Takeley for around 1,506 dwellings, and at Great Dunmow for around 918 dwellings. This development will include over a third affordable homes with specialist older persons accommodation and some custom/self-build housing, all built to the highest standards of energy efficiency, with the development at Takeley reflecting the principles of a Garden Village community
 - the provision of a new secondary school at Takeley to serve the area and to complement the rebuilt Helena Romanes secondary school already planned at Great Dunmow, permitting community access to facilities as appropriate. There will also be a new primary school (including early years provision) and facility to accommodate Special Educational Needs at Takeley
 - new health facilities in the two local centres at Takeley and Great Dunmow developed in collaboration with the NHS and provided by the developer
 - active travel linkages between the proposed development sites and the existing settlements, including enhanced access to the multi-modal transport hub at Stansted Airport, to ensure it promotes and facilitates a choice of transport modes including links to places of

- employment and commerce outside the District
- significant areas of new multi-functional green infrastructure, including a new country parkland in Great Dunmow designed to meet Natural England's criteria for Suitable Alternative Green Space (SANG) to reduce visitor pressure on Hatfield Forest
- protection of significant areas around Stansted Airport (by the Countryside Protection Zone – **Core Policy 12**) to preserve its rural setting and long held 'airport in the countryside' character, to help minimise coalescence with any of the nearby settlements, that settlements retain their identity and that airport-related activities continue to be allowed on airport land
- development which balances the viability and facilities in existing settlements and creates places that reflect local character, and which achieves high quality urban design and protects heritage, landscape, watercourses and wildlife, and
- enhancing footfall in the Great Dunmow town centre to help boost the local economy.

Housing

- 6.11 There has been significant, mostly speculative, new housing growth in this area that has not been matched by appropriate supporting infrastructure. It is therefore important that the development proposed by this Plan seeks to address this deficiency, particularly for health and wellbeing, education, open space and sustainable travel. The Council is working

with the service and statutory providers to ensure phasing of infrastructure alongside house construction and occupation to help address existing shortcomings.

- 6.12 As outlined above, to meet the identified needs and deliver the necessary infrastructure, the Local Plan provides for around 2,424 additional homes at three strategic site allocations at Great Dunmow and at Takeley/Little Canfield where development following the principles of a Garden Village will be encouraged. These allocations are set out in **Core Policies 10 and 10a** and **Figures 6.2 and 6.2**.
- 6.13 The policy requirements set out in **Core Policies 10** and **10a** and **Appendix 3** will ensure that a comprehensive development framework approach is followed. The aim is to ensure the final development has a cohesive and integrated approach. Individual planning applications will be required to ensure that new development delivers appropriate linkages between the sites themselves, and to the existing settlement, with well-connected green infrastructure, education, early years care, access to sporting and recreational facilities, high quality public open spaces with local facilities that will benefit all residents in the vicinity and across south Uttlesford for wider catchments like schools and sports.
- 6.14 The proximity of new development in well-served locations near existing communities and the enhancement of services will enhance the longer-term viability of the town centre and commercial activities and vitality of existing

settlements. Over a third of new housing will be affordable and available in different tenures together with additional specialist housing and supported housing more suited to older people and people who wish to rent. The energy policies in **Chapter 9** will also ensure that housing is built to highly efficient energy standards which will minimise fuel bills and provide more comfortable living.

6.15 The Site Selection Methodology Topic Papers explain how the proposed allocations have been selected⁵².

6.16 The policy requirements (**Core Policy 10** and **Appendix 3**) ensure that a comprehensive development framework, masterplan and design code approach is taken, whereby new development is not to be delivered piecemeal, but as part of a cohesive approach. Prior approval of these documents will be required to ensure that new development delivers all necessary infrastructure, connectivity 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

6.17 The South Uttlesford Area will continue to be a significant location for employment, particularly associated with Stansted Airport, the M11 and the A120, including the consented Northside scheme, located on the north-western

side of the Airport that will deliver 195,000m² for a range of B1 (industrial) uses and anticipated to provide around 3,000 jobs. The growth in cargo and passenger numbers at the Airport will also provide for further employment in this area.

6.18 There are other estates of employment for example at Thremhall Park, off Takeley Street in the west; new office development at Stansted Courtyard on the western side of the A120/Parsonage Road junction; new office development which is currently being extended off Parsonage Road, at the Weston Group Business Centre and Innovation Centre ('Seven Acres') including a new potential medical facility. The largest and best quality existing employment sites in the District are identified as 'Existing Employment Sites' which are proposed to be protected for employment development over the plan period. These are identified in **Core Policy 45** and mapped on the Policies Map, supported by the Employment Land Review (2024).⁵³

6.19 This Local Plan allocates new strategic employment sites which address the identified need for the District in the Stansted area and at Great Dunmow, both being accessible to the Key Settlements and Local Rural Centres and new development along the A120/B1256 corridor. These sites are listed in **Core Policy 4** and provide for around 36 hectares. The split site south of the B1256/A120 between Great Dunmow and Takeley will include a mobility hub as described in the transport section and **Core Policy 26**.

⁵² UDC (2024) Site Selection Methodology Topic Paper. www.uttlesford.gov.uk/reg-19-evidence

⁵³ Icen, Uttlesford Employment Land Review (2024). Available at: <https://www.uttlesford.gov.uk/reg-19-evidence>

Core Policy 10 South Uttlesford Area Strategy

The overarching priorities for the South Uttlesford Area are to support the strategic roles of the Key Settlement and Local Rural Centre by delivering a balance of housing, employment and a range of infrastructure, whilst protecting and enhancing 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 2,424 dwellings will be delivered through strategic allocations where development meets the requirements set out within the **Site Development Frameworks (Appendix 3)**. Non-strategic allocations may also be delivered through Neighbourhood Development Plans. The following table shows how the level of planned housing with the South Uttlesford Area through strategic development sites will be distributed.

Table 6.1: South Uttlesford Area Strategy Housing Allocations

Settlement/ Parish	Site Name	No. of Dwellings
Takeley/ Little Canfield	East of Takeley	1,506
Great Dunmow	NE Great Dunmow	715
Great Dunmow	Land between the River Chelmer and B1008	203*
Total		2,424

*170 residential (including 20 Self Build and 150 Senior Living Units) and 60 bedspace Care home. A ratio of 1.8 bedspaces per dwelling has been applied so the 60 bedspace care home provides an equivalent of 33 dwellings.

Development will be supported at the strategic site allocations where the requirements set out within the **Site Development Frameworks are met (Appendix 3)** and it is in accordance with the Development Plan taken as a whole.

Employment

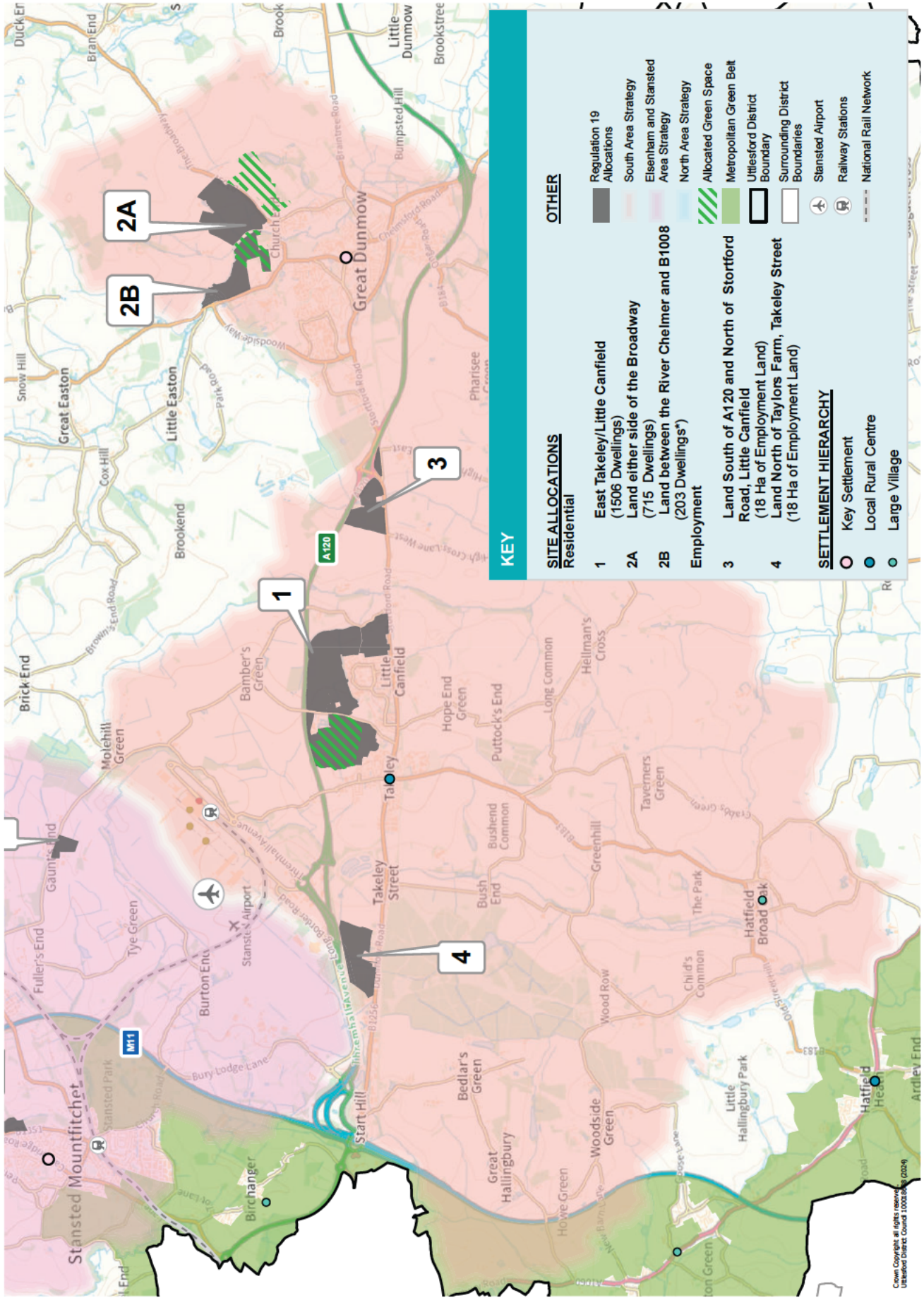
Existing Employment Sites will be protected in accordance with **Core Policy 45**. New employment land of 36ha will be provided for business and employment growth in accordance with **Core Policy 4** on the following strategic employment sites:

Table 6.2: South Uttlesford Area Strategy Employment Allocations

Settlement/ Parish	Site Name	Hectares (approx.)
Takeley	Land North of Taylors Farm, North of Takeley Street, off B1256 (adjoining Thremhall Park)	18
Great Dunmow west / Little Canfield	Land between A120 and Stortford Road B1256	18
Total		36

Development will be supported at the strategic site allocations where the requirements set out within the **Site Development Frameworks are met (Appendix 3)** and it is in accordance with the Development Plan taken as a whole.

Figure 6.1: South Uttlesford Area Strategy Map



Proposed Strategic Allocations: Great Dunmow

6.20 The proposed allocations in **Figure 6.2** seek to deliver around 918 dwellings in a new neighbourhood to the east of Church End and at nearby Parsonage Downs to the west, structured around extensive parkland and linking the site through quality open space provision. This will provide public access and amenity to new and existing residents, along with a local centre of community uses and small retail and/or small business units. Key considerations for planning for these sites are set out in the development framework in **Appendix 3** and include:

- a new local centre organised around a 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 the Grade II Listed Crouchers Farm
- streets should be organised along and follow contours to form a network of continuous, interlinked routes
- a safeguarded area for the potential future provision of a new primary school close to the local centre and along a bus route, along with provision of a new health care facility provided by the developer working with the NHS
- create extensive areas of multi-functional green infrastructure across the site that are capable of supporting biodiversity, including an expansion of the existing woodland to the east of the site including attractive and functional open spaces to facilitate social

interaction and public amenity

- permeability for pedestrians from the site into the existing Public Rights of Way network and wider rural landscape, and
- at least 17ha should be set aside within the allocated site development boundaries to meet Natural England requirements for Suitable Alternative Natural Space to help mitigate impact of visitors to Hatfield Forest.

Proposed Strategic Allocations: Takeley

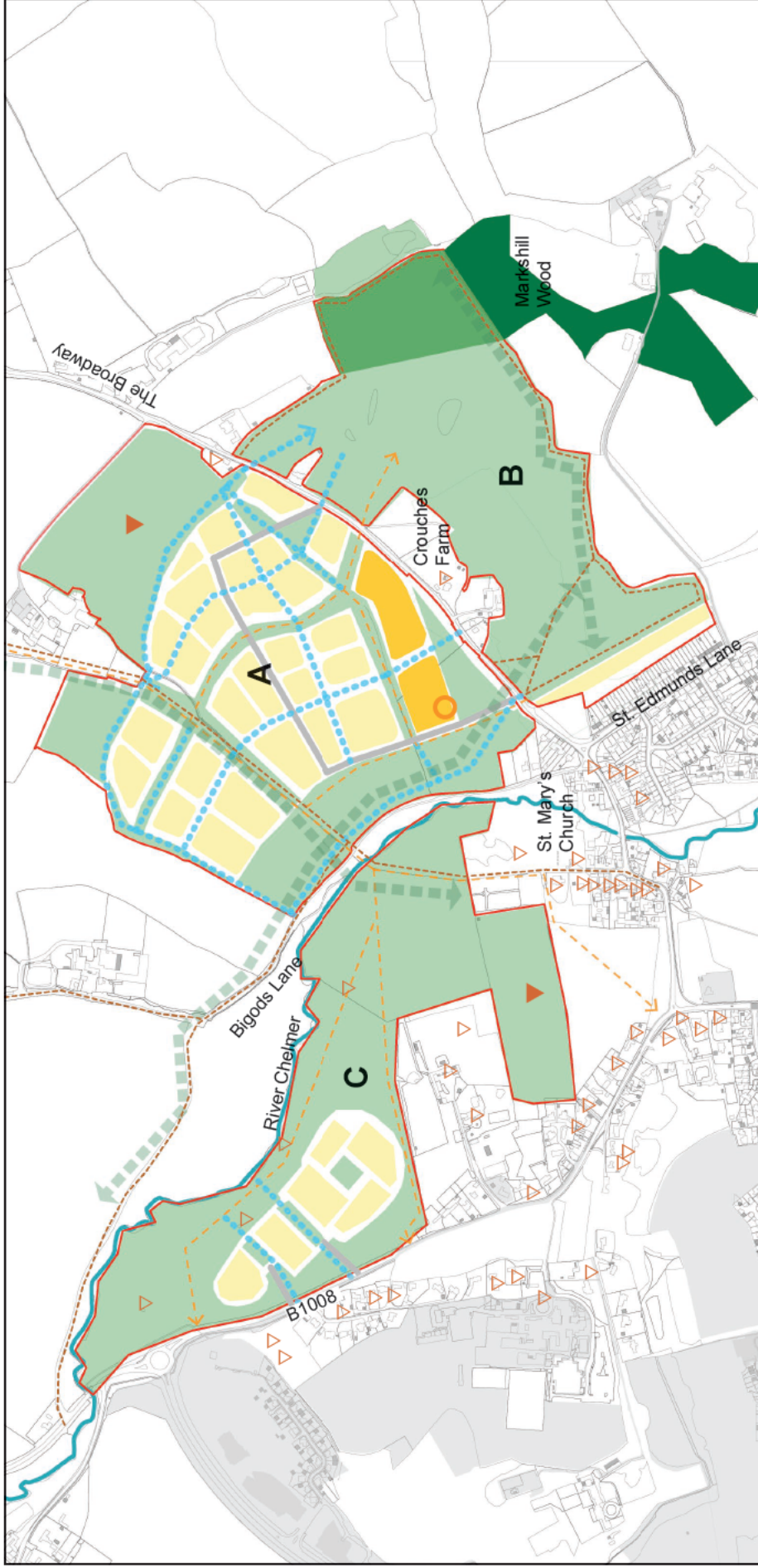
6.21 The proposed allocation in **Figure 6.3** seeks to deliver around 1,506 dwellings, in an integrated neighbourhood, enhancing the vitality of Takeley and the wider area. It is recognised that part of the allocation falls within the neighbouring parish of Little Canfield, and it is important that the separate identity of Little Canfield is maintained. The allocation provides for a comprehensive package of amenity and recreational space, green infrastructure, protection and enhancement of environmental and heritage assets including their heritage landscape and woodland settings. It will also provide important new infrastructure and a local centre.

6.22 Key considerations for planning for these sites are set out in the development framework in **Appendix 3** and include:

- a new 8FE secondary school along the eastern side of the site, south of the new local centre and on the public

- transport and sustainable travel corridor from which it will be accessed, with further land safeguarded to enable longer-term expansion should this be needed
- a new 2FE primary school, adjacent to the new local centre with easy access to the sustainable travel corridor. This will be in association with Early Years provision (2x56 place and 1x30 place units) and may form part of a through-school alongside the new secondary school
 - a new local centre in the eastern parcel positioned to maximise its catchment, providing for a range of uses including health care, mobility hub, community activities, including new health care provision, small retail and possibly small business support space, designed to minimise any adverse impact on the existing local centre at Priors Green
 - preservation of the open historic landscape between Priors Wood and Warish Hall from Smith's Green Lane to the western site boundary. The land will provide public open space in a parkland setting that will help to relieve visitor pressure on Hatfield Forest and be designed to meet SANG criteria. It will be further protected from development by its continued location within the Countryside Protection Zone for the Airport, and
 - extension and enhancement of the Ancient Woodland of Priors Wood to the north and towards Smith's Green to create an improved habitat for wildlife with managed access, and to impose a 15m buffer against development around all its margins.
- 6.23 Given the scale and the nature of the opportunity for planning for development at Takeley in a way that achieves high-quality and that is highly sustainable, proposals are particularly sought that are consistent with Garden Village principles. It is therefore essential that development is brought forward in line with a comprehensive development framework in accordance with **Core Policy 10a**.
- 6.24 Proposals for development at Takeley should be guided by the Town and Country Planning Association (TCPA) Garden City (GC) principles that help to create a framework for new and expanded communities. Importantly, the GC principles link the overarching aim of health and wellbeing to the natural environment, affordable, beautiful and accessible places to live and work, and an urban form that encourages sociability and cultural participation, where the public spaces can be managed by the community itself.
- 6.25 The Council considers that the unique and special characteristics of the Takeley area and the proposed site allocations warrant particular focus and call for an exemplar development which the GC model, together with the Council's Design Code, can achieve. A comprehensive approach to new development will help to address the various sensitivities associated with the evolution of this area and will help to create a more cohesive community and urban form.

Figure 6.2: Proposed Strategic Allocations: Great Dunmow



- | | | | | | | | |
|--|-------------------------|-----------|----------------------------------|----------|--|--|---------------------------|
| | Site Boundary | | Heritage Asset | | Ancient Woodland | | Sustainable Travel Route |
| | Residential Development | | River | | Woodland Extension | | Vehicle Access |
| | Committed Development | | Mobility Hub | | Open Space/Green Infrastructure | | Pedestrian & Cycle Access |
| | Local Centre | | Sports Pitches | | Habitat Network | | PROW |
| | Education Facility | AB | Land either side of the Broadway | C | Land between the River Chelmer and B1008 | | |



Appendix 3B - Great Dunmow Indicative Framework

Please note: This plan is for illustrative and indicative purposes only. Any proposals that come forward under this framework will be subject to full scrutiny by the local planning authority.

6.26 The Ancient Woodland should be extended to reflect better its historic extent and to maximise opportunity for enhanced tree cover and biodiversity. The open character of this western end of the site is afforded further protection by the requirement of SANG (Suitable Alternative Green Space) to balance visitor pressure on Hatfield Forest. This approach accords with GC principles for a natural environment setting with clear public access. The retained Countryside Protection Zone here will add further weight to the planning position to prevent encroachment or otherwise unsuitable built development.

6.27 The eastern part of the site east of Smiths Green offers ample opportunity to implement the GC principles of easy access for all. It is the proposed location for the community facilities and local centre and will be crisscrossed with accessible walking and cycling routes to provide easy access to the new centre with affordable homes and premises, reflecting GC principles.

6.28 The location of the site as a whole underlines the need to provide strong and enhanced public transport access to increase accessibility within the new development, to link with the existing Takeley village and Priors Green, and to link with the wider highway and public transport networks along Stortford Road and Parsonage Road. Access from the site from the public transport route provides linkage to the travel hub at the Airport, major employment locations and the strategic highway routes, reducing the isolation of the site and providing opportunity for links with surrounding communities.



Core Policy 10a Takeley Strategic Allocation Comprehensive Development Framework

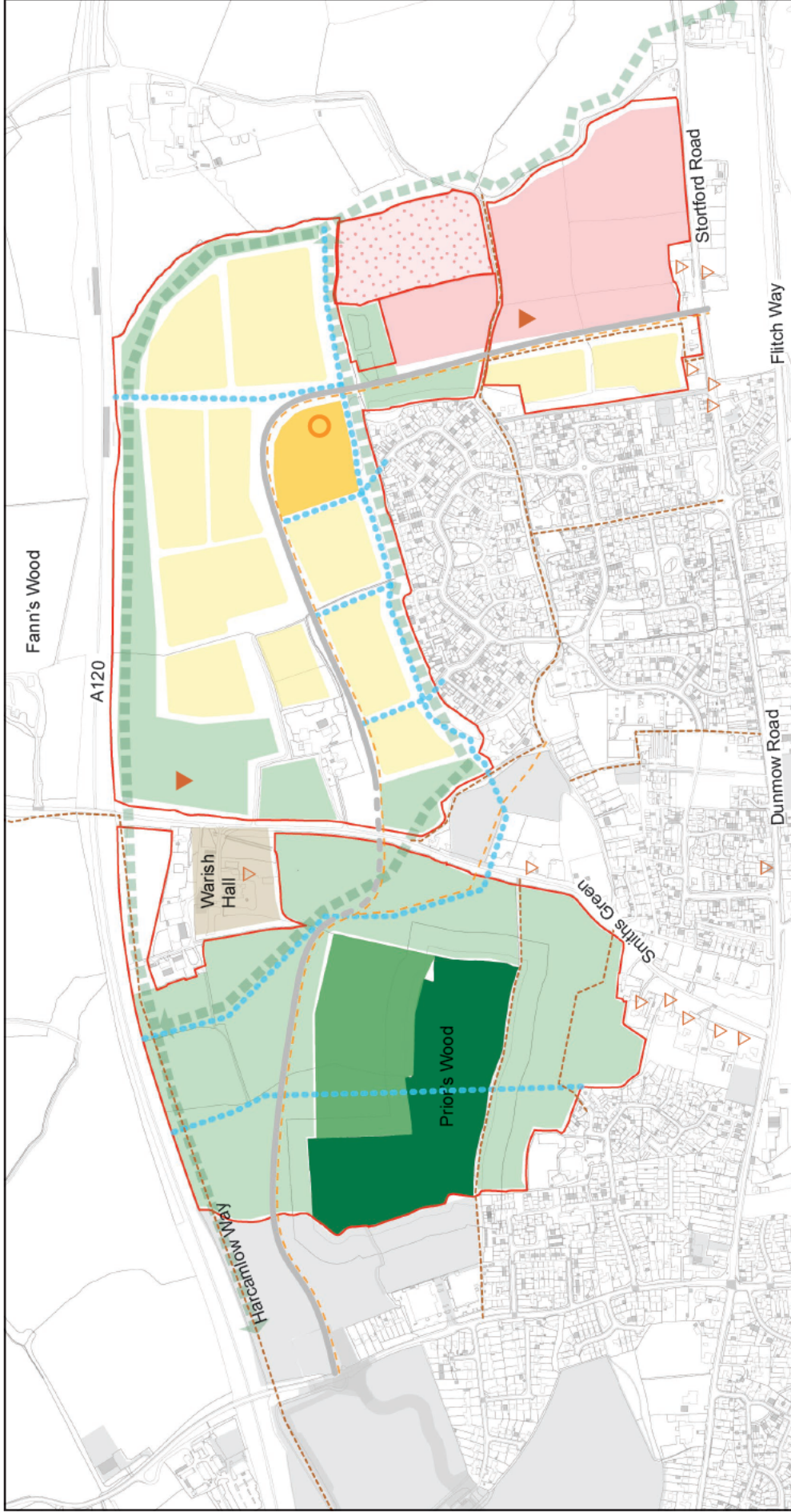
All new development at the Takeley Strategic Allocation will be guided by a comprehensive development framework as specified in **Core Policy 52a**.

The new housing allocated at the Takeley Strategic Allocation will be provided to an exemplar standard following Garden Village principles to ensure that a highly sustainable and accessible development is fully realised. The new development will form a mixed-use community incorporating on-site services and facilities, including new schools, a local centre, access to local opportunities for employment and enhanced public transport, cycle way and footpath connections to Takeley, Stansted Airport and Great Dunmow. This development will come forward in accordance with **Core Policies 10** and **10a** and the Site Development Framework set out in **Appendix 3**.

The Council will continue to work with the landowners, Essex County Council, Natural England and Historic England and other relevant stakeholders to prepare a comprehensive development framework for the site following from the concepts in the Development Framework in **Appendix 3**. This includes that:

- i. the development is in accordance with the requirements of a travel plan for the whole site to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling
- ii. the development is in accordance with a comprehensive landscape plan for the whole site, including the provision of significant open space (to function as Suitable Alternative Natural Greenspace - SANG) of at least 30 hectares, and for the maintenance of which the developer is required to make appropriate endowment or revenue contributions
- iii. proposals for new development should demonstrate that any potential impacts on Warish Hall (heritage assets) or Priors Wood (Ancient Woodland) have been minimised with appropriate and significant mitigation and/ or enhancement (for example including an extension to the Ancient Woodland), and
- iv. the land to the west of Smiths Green Lane that will remain within the Countryside Protection Zone and any proposals within this area must be compatible with **Core Policies 12** and **15**.

Figure 6.3: Proposed Strategic Allocations at Takeley



- | | | | | | | | |
|--|------------------------------|--|--------------------|--|---------------------------------|--|---------------------------|
| | Site Boundary | | Local Centre | | Ancient Woodland | | Sustainable Travel Route |
| | Residential Development | | Education Facility | | Woodland Extension | | Vehicle Access |
| | Committed Development | | Heritage Asset | | Open Space/Green Infrastructure | | Pedestrian & Cycle Access |
| | Safeguarded Land (Education) | | Mobility Hub | | Habitat Network | | PROW |
| | | | | | | | Sports Pitches |

Appendix 3A - Takeley Indicative Framework

Please note: This plan is for illustrative and indicative purposes only. Any proposals that come forward under this framework will be subject to full scrutiny by the local planning authority.



Stansted Airport

6.29 London Stansted Airport is the fourth largest airport in the country and is an international gateway serving the regional and national air travel and air freight market. The Airport is one of the largest centres of employment in Essex and the East of England and provides excellent direct access for local businesses to a wide range of international destinations and also plays a significant role in handling freight. The Airport has permission to increase freight movements and expand to 43 million passengers per year.

6.30 In supporting the activities and growth at the Airport the Local Plan considers how the Airport can have a positive impact on the environment, including managing noise, as well as aerodrome safeguarding, Public Safety Zones and connectivity and accessibility.

Transport and Surface Access

6.31 The Airport acts as a successful regional and local transport interchange for bus, coach and train services to provide access to a range of destinations in the UK, but it also performs a vital local function as a multi-modal transport hub. It is important the Airport provides and strengthens the choice of modes of transport for those persons using the Airport, and the community that would wish to access the Airport and take advantage of the excellent public transport provided, including through active travel links to existing

and future locations of employment.

6.32 The functional local use of the Airport as an economic and transport hub is encouraged. Sustainable transport choice to the multi-modal transport hub should be reasonably accessible over the 24-hour period to enable staff, visitors and passengers to access the Airport, recognising many of the Airport operations are run day and night. The availability and provision of sustainable transport choice should be detailed in the Airport's Sustainable Development Plan and Surface Access Strategy.

Aerodrome Safeguarding

6.33 Aerodrome Safeguarding ensures the safety of aircraft manoeuvring on the ground, taking off, landing or flying in the vicinity of the aerodrome. Aerodrome safeguarding is a legal requirement and regulated by ICAO (International Civil Aviation Organisation) and the Civil Aviation Authority.

6.34 By virtue of its importance to the national air transport system, London Stansted Airport is an officially safeguarded aerodrome. Given this status, there are specific development issues which cannot be addressed by generic development management policies. The Safeguarding Zones around London Stansted Airport are defined on a safeguarding map issued by the Airport. They define certain types of development which by reason of their height, attraction to birds or inclusion of or effect upon

- aviation activity require prior consultation with the Airport Operator and/or National Air Traffic Services Ltd (NATS).
- 6.35 Policy provisions regarding the safeguarding process are set out in the ODPM/DfT Circular 1/2003 (or any subsequent revisions) Safeguarding aerodromes, technical sites and military explosives storage areas. In accordance with this Circular, London Stansted Airport is a statutory consultee for certain planning applications for development that require safeguarding to protect the safety of the Airport's operation.
- 6.36 The safeguarding zone for London Stansted Airport covers the whole District. The main implications for the types of development within the zone that will require consultation with the Airport Operator are:
- any proposal likely to attract birds, such as proposals involving mineral extraction or quarrying; waste disposal sites and management facilities, significant areas of landscaping, reservoirs or other significant areas with water land restoration schemes, sewage works, nature reserves, or bird sanctuaries
 - applications connected with an aviation use
 - renewable energy schemes including all wind turbine applications, and solar arrays and biomass energy plants, and
 - development over a certain height in different areas of the District as specified on the safeguarding maps.

- 6.37 On a precautionary basis, consultations should also be made in relation to telecommunications development within 3km of the Airport's perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.

Aircraft Noise

- 6.38 The Council understands the challenges facing local communities that are close to Stansted Airport in relation to the potential impact of noise and public health.
- 6.39 The Department for Transport (DfT) is responsible for the control of aircraft noise and regulates Stansted Airport as a 'designated airport' and as such determines Stansted's Noise Abatement Procedures. 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 including the use of planning conditions to establish areas within noise contours at different stages of the Airport's passenger growth.
- 6.40 In order to determine whether or not any specific development is likely to increase 'noise nuisance' from aircraft, the Council will consider and implement the most up to date national guidance and policy⁵⁴.

⁵⁴ Hankinson Duckett Associates (2024) Countryside Protection Zone Study. www.uttlesford.gov.uk/reg-19-evidence

6.41 Where planning permission is granted for development, the Council may impose conditions in accordance with national aviation noise policy guidance and **Core Policy 44**.

6.44 Within the Public Safety Zones there is a general presumption against development unless it is an exception specified in the Department for Transport policy paper.

Public Safety Zones

6.42 Public Safety Zones (PSZs) are designated areas of land at the end of runways at major airports, in which development is restricted so as to control the number of people on the ground at risk of death or injury should an aircraft accident occur during take-off or landing. The Department for

Transport's policy objective governing the restriction of PSZ development near civil airports (stated within 'Control of development in airport Public Safety Zones') is that there should be no increase in the number of people living, working or congregating, and that, over time, the number should be reduced as circumstances allow.

6.43 Public Safety Zones have been defined at the ends of London Stansted Airport's runway and consist of an outer public safety controlled zone and an inner, higher risk zone, the public safety restricted zone.



6.45 In relation to the Public Safety Zones, the extent of the inner public safety restricted zone (PSRZ) and the outer public safety controlled zone (PSCZ) is shown on the Policies Map. These Public Safety Zones are an important area of protection that all developments in the South Uttlesford Area need to be aware of and fully consider.

6.46 Within the PSRZ no residential or employment uses will be permitted. Within the PSCZ, planning permission will only be granted for extensions or changes of use or low density development. In determining planning applications with the Public Safety Zone, the Council will be guided by advice in the Department for Transport's policy paper "Control of development in airport Public Safety Zones" or any subsequent superseding or additional advice.

order for planting to mature and for the aesthetic benefit of early occupants.

All proposals for Green and Blue Infrastructure should align with 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 Strategy¹⁴¹ and the Nature Recovery Strategies and the Essex GI standards.

Development proposals for major developments must be accompanied by a GBI Plan for the site in accordance with the GBI Strategy of the relevant Area Strategy. This should include stewardship arrangements for not less than 30 years to cover maintenance, management and funding arrangements. The Plan should also incorporate an appropriate Construction Environmental Management Plan (CEMP) and cover the protection of existing green infrastructure as well as any designated sites and features during construction and implementation phases with proposed mitigation measures. No development shall take place until the Plan has been approved by the Local Planning Authority.

An endowment sum should be provided for the maintenance of the GBI and/or a revenue contribution depending in the nature of the proposed GBI element, to be secured through legal agreement.

Contributions towards local green infrastructure projects as set out in the GBI Strategy will be sought where they are related to the development or where they mitigate the impacts of new development.

Biodiversity and Nature Recovery

9.172 Biodiversity and nature recovery are 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.

9.173 The Council supports the objectives of the Essex Local Nature Partnership, including their commitment to ensure that 25% of all land in Essex will enhance biodiversity and the natural environment by creating natural green infrastructure and to adopt the Accessible Natural Green Space Standards (ANGSt) target for everyone to have access to high quality natural space close to home and work.

9.174 The Council supports the creation, restoration, retention, protection and extension of all areas designated internationally, nationally and locally as well as all Habitats and Species of Principal Importance¹⁴² within the District.

9.175 To support declining local species populations¹⁴³ new homes should include integrated habitats including

¹⁴² For a full definition of Habitats and Species of Principal Importance. www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england

¹⁴³ UDC, Uttlesford Design Code, 2024. www.uttlesford.gov.uk/reg-19-evidence

those for bats, birds (including swifts) and pollinators, in line with the standards set out in the **Uttlesford Design Code** as well as permeable boundaries to facilitate wildlife movement. Where new tree planting is required, native species should be used referring to the Essex Tree Palette¹⁴⁴.

9.176 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. This may include the creation of Biodiversity Net Gain units. The stewardship arrangement and the potential need for off-site BNG units 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.

9.177 The creation of BNG units is particularly encouraged where they:

- are in locations of strategic importance according to the Statutory BNG metric
- are included in Nature Recovery Strategies, or
- have the potential to positively impact important habitats within the District including, but not limited to, Ancient

Woodland, Ancient Trees, rivers and their supporting habitats, chalk meadows, watercourses, chalk streams and hedgerows, or to support protected species.

9.178 The Environment Act (2021) has introduced a mandatory approach to supporting biodiversity through development Biodiversity Net Gain¹⁴⁵, setting a statutory 10% minimum increase in natural habitats and ecology for all development which impacts on biodiversity. Biodiversity Net Gain is calculated using the most recent Defra Biodiversity Metric¹⁴⁶. It 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.

9.179 Environmental degradation through modern farming methods, runoff from fields and roads into rivers and from roads into (protected) grass verges, loss of hedgerows,

¹⁴⁴ Essex County Council, Place Services, Essex Tree Palette, 2018. www.placeservices.co.uk/media/108360/essex_tree_palette_2018-6-.pdf

¹⁴⁵ UK, The Environment Act, 2021. www.legislation.gov.uk/ukpga/2021/30/contents

¹⁴⁶ Department for the Environment, Food and Rural Affairs, Statutory Biodiversity Metric: www.gov.uk/government/publications/statutory-biodiversity-metric-tools-and-guides

Core Policy 40 Biodiversity and Nature Recovery

species extinctions and new greenfield development have lowered the value of biodiversity in the District and give considerable scope for improvement beyond 20% BNG. At the time of writing, despite being the largest District in Essex with the lowest population density, Uttlesford has the third lowest biodiversity (species per km²) of any Essex District. Its biodiversity is significantly lower than similar UK Districts in terms of size and population density¹⁴⁷. To address this, the Council seeks to exceed the statutory minimum increase by setting a requirement for development proposals to achieve at least 20% Biodiversity Net Gain.

9.180 The most expensive part of providing BNG is in setting up the process and/or site itself. The Natural England Study¹⁴⁸ concluded that 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 landowner and land value.

Development proposals will be required to demonstrate a minimum of 20% Biodiversity Net Gain calculated using the most recent Statutory Metric.

Biodiversity Net Gain Units should deliver gains that are significant at a local or landscape scale. 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.

Where proposals involve the creation of natural areas and habitats which are integral to development, they should be accompanied by a long-term management plan which must be approved by the Local Planning Authority.

¹⁴⁷ LUC, 20% biodiversity study, 2024. www.uttlesford.gov.uk/reg-19-evidence
¹⁴⁸ Defra Biodiversity Net Gain Impact Assessment (2019). <https://assets.publishing.service.gov.uk/media/5da5d695ed915d17b4f13f63/net-gain-ia.pdf>

Landscape Character

9.181 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 that create local distinctive character.

9.182 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.

9.183 There are four river valley landscapes in Uttlesford centred on the Rivers Cam, Start, 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.

9.184 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.

9.185 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)¹⁴⁹



149 UDC, Landscape Character Assessment for Uttlesford, 2023. www.uttlesford.gov.uk/reg-19-evidence

Core Policy 41 Landscape Character

Development proposals should preserve the character and appearance of valued 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 reflect and enhance local landscape character in accordance with the applicable guidelines to protect and conserve, manage and plan landscapes outlined for each landscape character area within the Uttlesford Landscape Character Assessment (2023), particularly in settlement edge locations and Rural Areas. Development should, in the first instance, seek to avoid damage to the local landscape character, with appropriate mitigation secured 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. cause coalescence between settlements
- iv. harm views to distant landmarks and landscapes particularly sensitive to change¹⁵⁰
- v. harm the setting of natural and built landmark features, or
- vi. reduce the historic significance of the landscapes.

All major development proposals¹⁵¹ 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

9.186 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 latest

¹⁵⁰ including those identified in the Landscape Character Assessment 2023

¹⁵¹ As defined in the NPPF paragraph Annex 2: Glossary www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary

Conservation Areas

11.74 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. It is important that the development pressures on the District are managed in ways that protect and enhance the built environment so new development will be expected to comply with such advice where this has been approved by the Council. The Council has also applied Article 4 directions in a number of settlements, as appropriate, to limit certain permitted development rights within these areas.

11.75 The Council is responsible for designating new conservation areas. Prior to designation, a conservation area appraisal should be undertaken by the Council to identify the merits of such a designation. The Council will work with local communities to consider whether the designation of any new conservation areas within the District is appropriate.

11.76 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 criteria which should be considered to conserve the special interest or significance of the conservation area.

11.77 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 should reflect upon the respective conservation area appraisal to address how such impacts could be mitigated.

Core Policy 63 Conservation Areas

Proposals for development in a conservation area or affecting the setting of a conservation area should pay special attention to:

- i. the location, form, scale, massing, materials, density, layout, landscaping, and end use of the development
- ii. views within, into or out of the Area
- iii. the effects upon Local Green Spaces, other important green spaces, and gaps or spaces between buildings which make a positive contribution to the character in the conservation area, and
- iv. the wider social and environmental effects generated by the development.

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.

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 wholly beyond repair and is not capable of beneficial use, and
- vii. the proposed replacement building makes an equal or greater contribution to the special interest, character and appearance of the conservation area.