

Core Policy 10a Takeley Strategic Allocation Comprehensive Development Framework

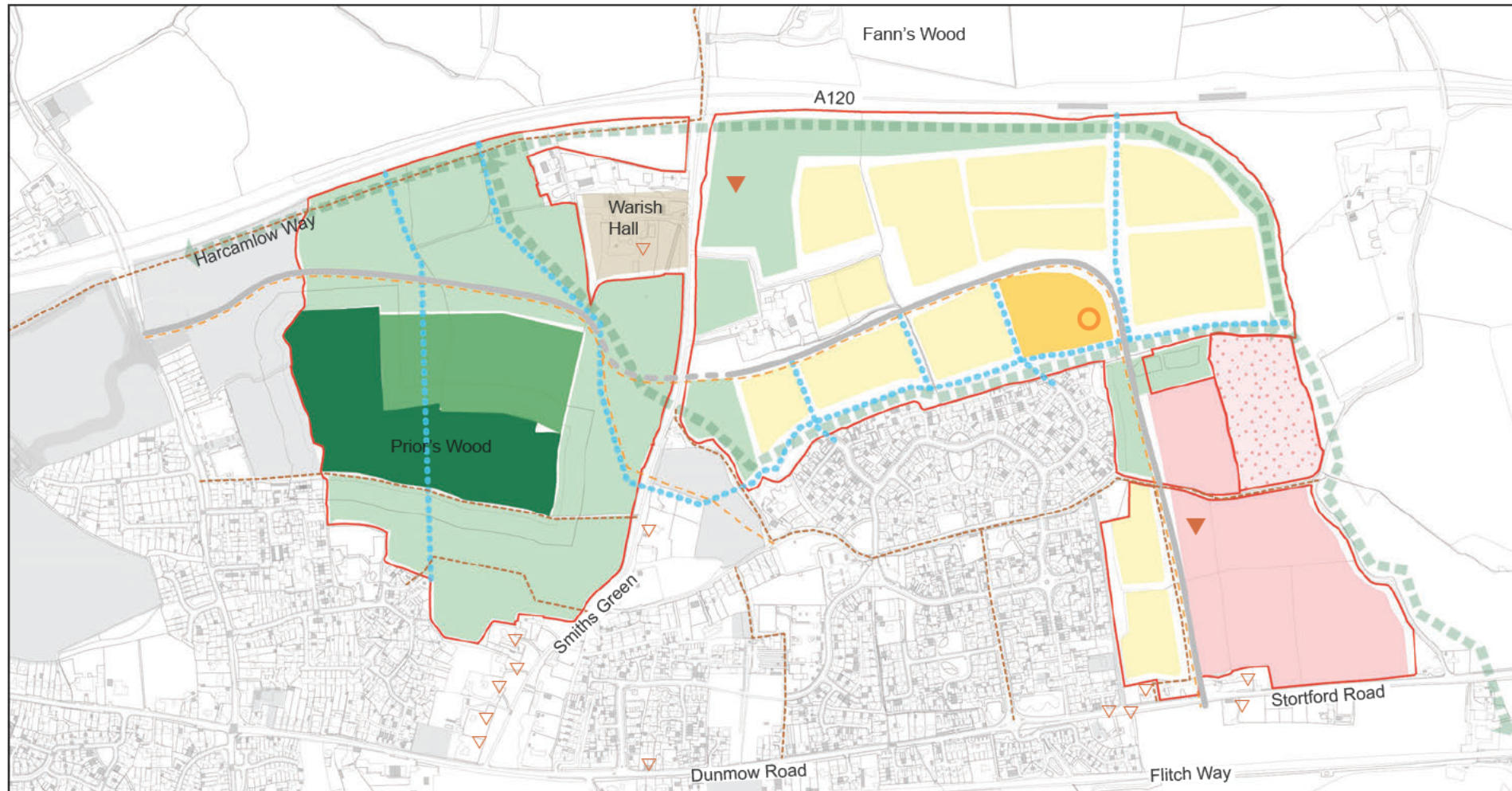
All new development at the Takeley Strategic Allocation will be guided by a comprehensive development framework as specified in **Core Policy 52a**.

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



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|------------------------------|--------------------|---------------------------------|---------------------------|
| 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**.

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.



6.44 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.

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.