

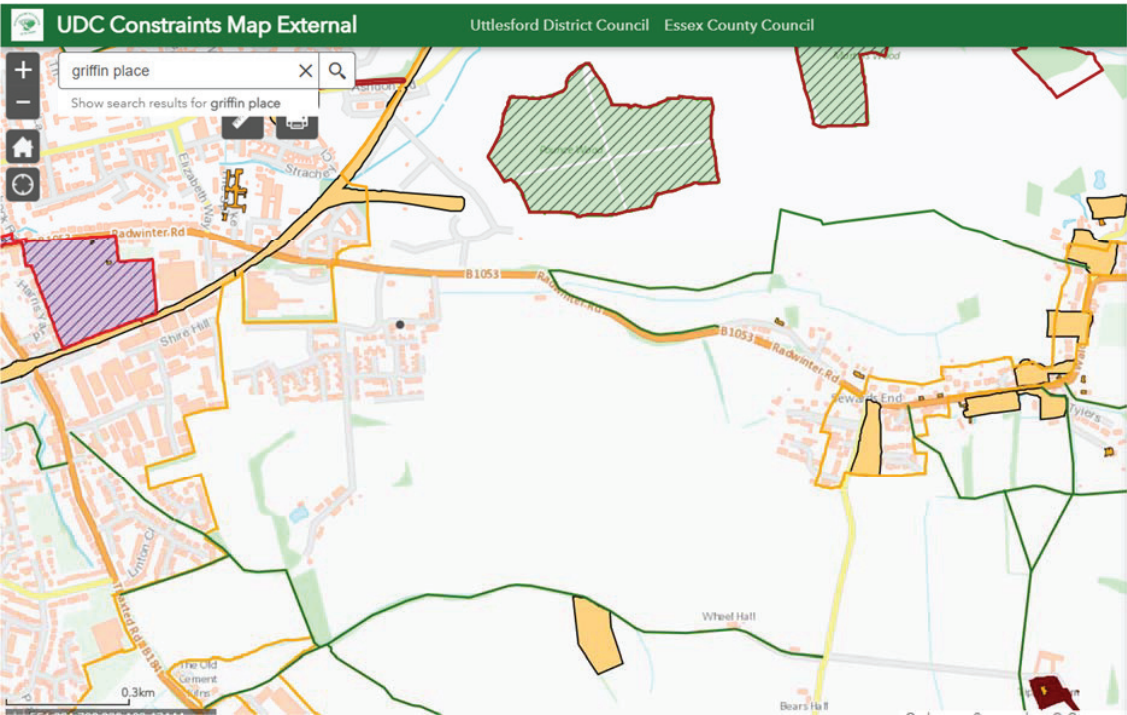
**SWTC SEPC APPENDIX A1 – PLANNING CONSTRAINTS AND 2005 LOCAL PLAN –
LAND SE OF GRIFFIN PLACE**

SWTC SEPC APPENDIX A1 – PLANNING CONSTRAINTS AND 2005 LOCAL PLAN

- 1 Map constraints
- 2 Proposals key
- 3 Saffron Walden Inset Map
- 4 Swards End Inset Map
- 5 Local Plan 2005 Policy Extracts

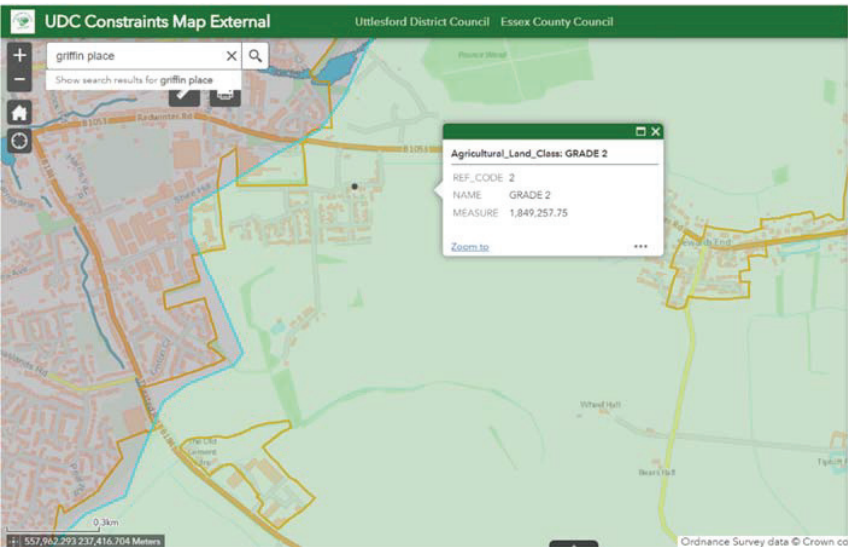
MAP CONSTRAINTS FOR LAND SOUTH OF (EAST OF GRIFFIN PLACE) RADWINTER ROAD, SAFFRON WALDEN.

EXTRACTS FROM UTTLESFORD DC CONSTRAINTS MAP

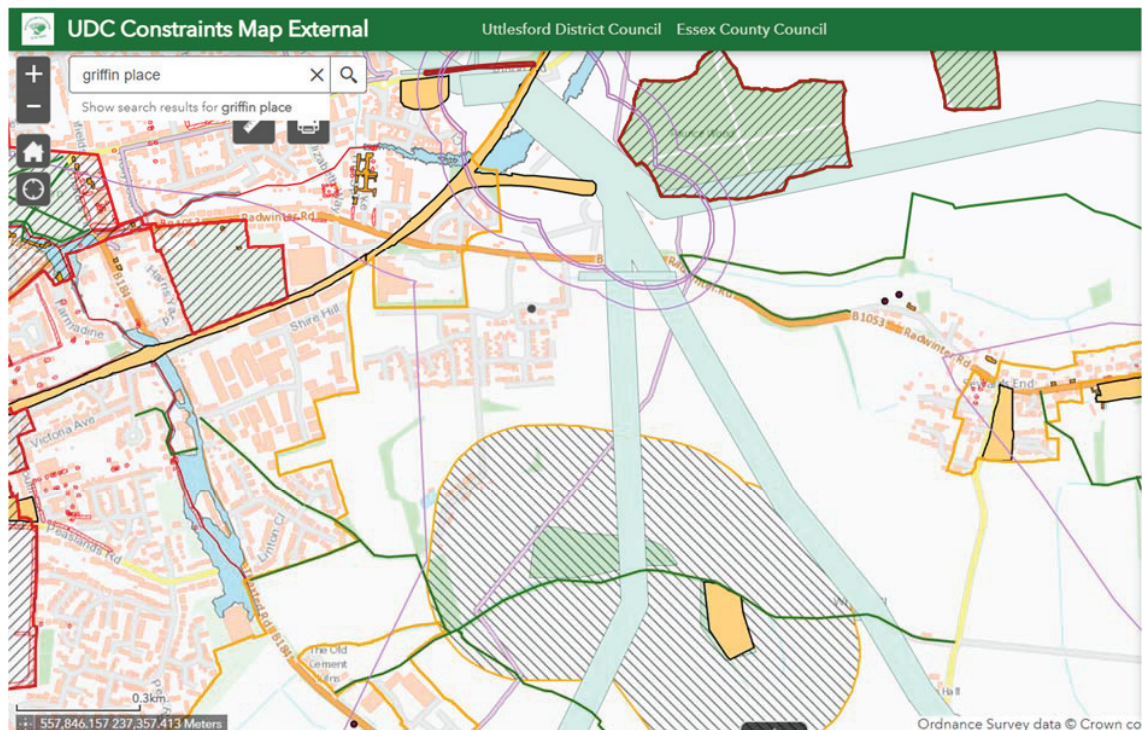


- Development limits (yellow/orange border)
- Listed buildings (yellow with black edge)
- Conservation Area (red outline with green diagonals)
- Archaeological Sites (yellow block)
- Scheduled Ancient Monument (brown block)
- Ancient woodland (Grey boundary) and County Wildlife Site (Brown boundary) coincide
- Local Plan Important Woodland (grey diagonal lines)
- Public Rights of Way (dark green line)

Grade 2 Agricultural Land



Urban (grey with blue edge)



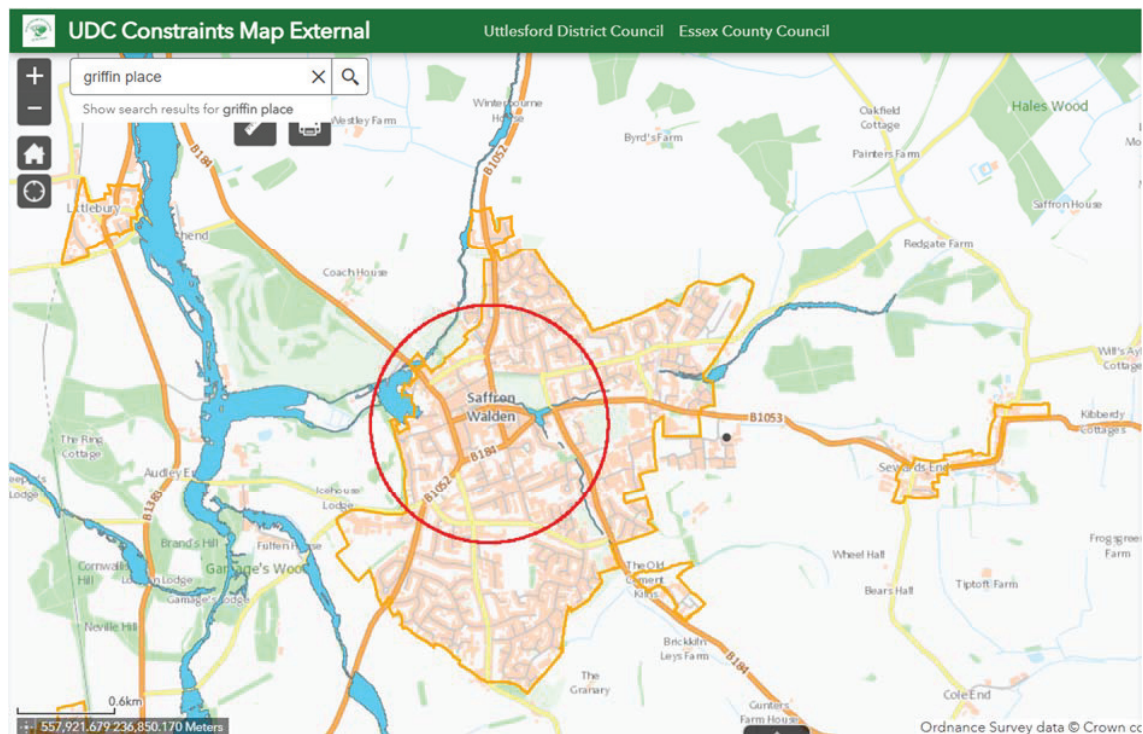
Oil pipeline layer (green overlay) includes the L-R block along the watercourse.

Oil pipeline consultation area (purple lines)

Gas pipeline (purple)

Landfill site (green to south of site)

Landfill consultation area (hatched around landfill site)



Air Quality Management Area

SWTC SEPC APPENDIX A2 - MAP CONSTRAINTS


APPEAL APP/C1570/W/22/3296426 LAND SOUTH OF (EAST OF GRIFFIN PLACE) RADWINTER ROAD, SAFFRON WALDEN. Page 2


Uttlesford Local Plan

Adopted Plan 2005

Proposals Key

Boundaries


 District Boundary and Plan Area


 Inset Map Boundary


Proposals


 Residential Land
GD4, SW2, SM2, Takeley Local Policy 1, Takeley Local Policy 2


 Urban/Settlement Expansions
S2, GD5, Oakwood Park Local Policy 1, SM4/BIR1, Takeley/Little Canfield Local Policy 3


 Employment Land
E1, Gt Chesterford Local Policy 2, GD6, SW4, SW5, Start Hill Local Policy 1

 Land to rear of 37-75 High Street, Great Dunmow GD2

 Civic Amenity Site and Depot, Great Dunmow GD8


 White Street Car Park Extension, Great Dunmow GD3

 Land West of Little Walden Road, Saffron Walden SW7


 Lower Street and Church Road, Stansted Mountfitchet SM3


 Sampford Road, Thaxted Thaxted Local Policy 2


Policy Areas


 Development Limits
S1, S3, S4, H3


 Metropolitan Green Belt
S6


 Countryside Protection Zone
S8


 Route of New Road to be Safeguarded
T1


 Employment Land to be Safeguarded
E2, Eisenham Local Policy 1, Gt Chesterford Local Policy 1, GD7, SW5, Takeley Local Policy 5, Thaxted Local Policy 3

 Site of Special Scientific Interest (SSSI)
ENV7


 National Nature Reserve
ENV7


 County Wildlife Site
ENV7


 Ancient Woodland
ENV7

 Important Woodland
ENV8


 Special Verges
ENV9


 Ancient Monument
ENV4

 Historic Landscape
ENV9


 Historic Parks and Gardens
ENV9


 Protected Lane
ENV9


 Town or Local Centre
RS2, GD1, SW1, SM1, Thaxted Local Policy 1

 Conservation Area
ENV1


 Protected Open Space of Environmental Value
ENV3


 Protected Open Space for Playing Fields
LC1


 Protected Open Space for Informal Recreation
LC1


 Ground Water Protection Zone
ENV12

 Poor Air Quality Zone
ENV13

 Terminal Support Area
AIR1


 Cargo Handling/Aircraft Maintenance Area
AIR2

 Southern Ancillary Area
AIR3


 Northern Ancillary Area
AIR4


 Long Term Car Park
AIR5

 Landscaped Areas
AIR6, GD5, GD6

 Public Safety Zone 1:100,000 risk
AIR7

 Public Safety Zone 1:10,000 risk
AIR7

 Chesterford Park
S5, E2, Chesterford Park Local Policy 1

 Major Developed Site in Green Belt
S6

 Parsonage Farm, Stansted Mountfitchet
S6, SM5

 Major Developed Site in Green Belt
S6

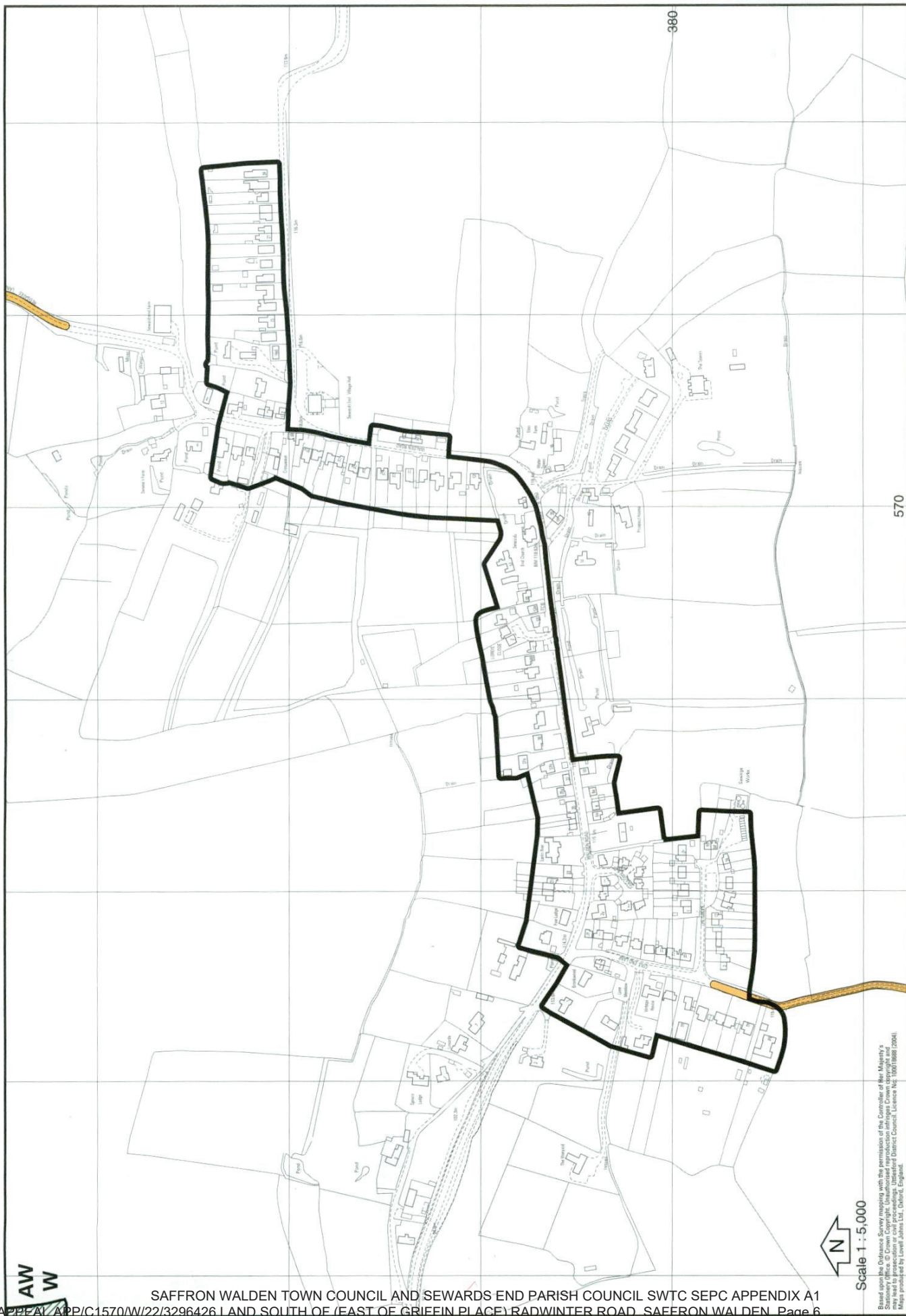
Adopted Plan 2005



Uttlesford Local Plan

Sewards End Inset Map

Adopted Plan 2005





**UTTLESFORD LOCAL PLAN
ADOPTED
JANUARY 2005**

John Mitchell
Executive Manager (Development)
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER



UTTLESFORD LOCAL PLAN

The Uttlesford Local Plan was adopted on 20 January 2005 following several stages of consultation and an independent examination. This document has been prepared for use until the adopted plan is printed. It contains the adopted policies and supporting text but the maps in this document only show the approved changes and should be read in conjunction with the maps in the Uttlesford Local Plan Deposit Draft October 2001, which can be obtained from the Council Offices, London Road, Saffron Walden, CB11 4ER.

If you have any questions about this document please contact the policy team on 01799 510461 or 01799 510454.

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Foreword

The Planning & Compulsory Purchase Act 2004 requires that when determining an application it shall be in accordance with the development plan unless material considerations indicate otherwise.

At the time of the adoption of this plan and over the next three years the development plan is comprised of the RSS for the East of England (formerly Regional Planning Guidance 9 as it applies to this region), the Essex and Southend on Sea Structure Plan, Minerals Local Plan and Waste Local Plan, and this Plan.

The policies within these documents retain their development plan status and are automatically 'saved' for a period of 3 years or until adoption of RSS14 "The East of England Plan" and relevant Development Plan Documents. The District Council will publish a Local Development Scheme, which will set out how and when each Local Plan policy is to be replaced.

The explanatory text in this Plan is intended to assist interpretation of its policies. Individual policies set out in this Plan cannot always be read in isolation. Where appropriate, they need to be cross-referenced with other policies in this and other Plans. Key cross-references are identified in this Plan. Please note that some development proposed in this Plan may have been completed.

If requiring the document in large print, Braille or an alternative format please contact Development Services, London Road, Saffron Walden, Essex, CB11 4ER Telephone 01799 510467

1 Introduction - Role and Purpose of Plan

Background:

National Strategy

- 1.1. The UK national strategy for sustainable development starts by focusing on the simple idea of a better quality of life for everyone, now and for generations to come. Local plans have a part to play in this. They fit into a complex picture, however. The national strategy has four objectives, which it aims to meet at the same time, in the UK and the world as a whole:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources;
- Maintenance of high and stable levels of economic growth and employment.

These inform other national strategy documents like the White Papers *Our Countryside: The Future*, *A New Deal for Transport* and the *Urban White Paper*.

- 1.2. National planning policy guidance gives comprehensive general guidance on all aspects of development, and identifies issues where local plans have a role in interpreting national guidance. Examples particularly relevant to Uttlesford are:

- Protecting landscape, wildlife and historic features;
- Showing how future housing requirements can best be met in ways that are consistent with sustainability objectives;
- Ensuring sufficient land is available for different types of industrial and commercial development, readily capable of development and well served by infrastructure, consistent with national transport goals; and
- Ensuring that noise sensitive developments are located away from existing sources of significant noise.

Because Stansted Airport is in Uttlesford, national airports policy is particularly significant to the District. This was under review in 2001.

Regional Planning Guidance

- 1.3. Revised regional planning guidance for the South East, including Bedfordshire, Essex and Hertfordshire, was approved by the Government in April 2001. Key features of its strategy for the region include urban renaissance, concentrating development, economy in the use of land, integrating land use and transport, and securing a multi purpose countryside while protecting it from inappropriate development. It indicates that the Essex and Southend on Sea Structure Plan should provide for 5,240 homes on average each year to 2006, and that this should continue beyond 2006. Structure and unitary development plans

should distribute the requirements in their plan area in accordance with the key features of the strategy for the region.

- 1.4. RPG 9 recognises the importance of the South East Region as the main gateway between the UK and neighbouring European countries for business, trade and many other aspects of national life. It says that every effort should be made to ensure the coordination of different modes of communication and to have regard to the international role of gateways to the region. Stansted is clearly one of these gateways. It is a key transport hub and has good quality air, rail and principal road connections, although links to the west of the airport require further improvement. RPG9's specific reference to airports emphasises the need for sustainable surface access. The Government published the White Paper "The Future of Air Transport" in 2003, which sets out the strategic framework for the development of air capacity in the UK over the next 30 years. The forthcoming RPG 14 will take the White Paper into account in the policy framework it proposed for Stansted Airport.
- 1.5. It also says that a sub regional study should be undertaken to investigate what the nature, possible extent and location of future growth might be within an area extending from London Docklands to Cambridge, noting that it includes London Boroughs with some of the most severe social and economic deprivation in England but also major regeneration potential, one of the most buoyant local economies in the country at its northern end, and between them Harlow, another priority area for economic regeneration, and Stansted Airport
- 1.6. A range of sub regional studies of the London-Stansted-Cambridge-Peterborough corridor will inform the preparation of new regional spatial strategy for the East of England. This Plan does not address the issues arising from those studies. A new Local Development Framework will replace this Plan in due course to respond to the regional spatial strategy.
- 1.7. The regional economic strategy, "East of England 2010 – prosperity and opportunity for all" focuses on six major themes to provide a basis for making choices and action plans. These are: competitive businesses and organisations for a world class region; creativity, innovation and enterprise; invest in success wherever it is found; regeneration plus – supporting the region's people and its communities; a clear identity and international profile; and leading edge infrastructure and high quality environment.

Essex and Southend on Sea Replacement Structure Plan

- 1.8. This strategic plan for Essex includes a comprehensive set of criteria based policies for most forms of development. It identifies issues where local plans have a role in interpreting structure plan policies. This local plan complements, rather than duplicates, the structure plan.

Throughout this plan the Essex and Southend on Sea Replacement Structure Plan is referred to as the Structure Plan.

Essex and Southend on Sea Minerals Plan and Waste Plan

- 1.9. The Minerals Plan deals with matters like sand and gravel extraction, and the Waste Plan, addresses the planning issues related to the disposal of waste like landfill, recycling sites and energy recovery facilities. This Plan does not duplicate the Minerals Plan and Waste Plan. Throughout this plan the Essex and Southend on Sea Minerals Local Plan First Review and the Essex and Southend on Sea Waste Local Plan are referred to as the Minerals Plan and the Waste Plan.

Other Sub Regional Plans and Strategies that apply to Uttlesford

- 1.10. There are sub regional policies, programmes and strategies for areas that include Uttlesford, such as:

- Essex Biodiversity Action Plan
- Essex Local Transport Plan
- North Essex Health Improvement Plan
- Stansted Airport Employment and Training Strategy
- Essex Economic Strategy
- Environment Agency Plans
- Stansted Airport Access Strategy

and others specifically for Uttlesford:

- Community Strategy
- Quality of Life Corporate Plan
- Local Agenda 21 Strategy
- Air Quality Management Strategy
- Contaminated Land Inspection Strategy
- Crime and Disorder Strategy
- Economic Strategy
- Home Energy Strategy
- Housing Strategy
- Leisure and Cultural Strategy
- Parking Strategy
- Primary Care Trust Plan
- Recycling Plan
- Transport Strategy

- 1.11. They have been prepared by various authorities and agencies. This Local Plan identifies the land use planning issues that warrant specific policies and proposals. It emphasises the priority attached to particular national, regional and county policies, where this is justified by local circumstances, new site specific proposals for development and

validates existing commitments. Issues that this plan needs to resolve arising out of these strategies include:

- Protecting sites for their importance to nature conservation;
- Ensuring suitable sites are available for the expansion of existing firms and the introduction of new employment;
- Reducing car travel by locating housing in places accessible to public transport, or where walking and cycling would be encouraged or where the potential for shorter car journeys to work, would be increased;
- Securing affordable housing sites through the planning system;
- Ensuring local services are provided when they are needed in relation to new development;
- Reducing the potential for crime by designing safer environments;
- Taking account of the effects on air quality of traffic generated by development;
- Enabling the provision of recreation and other community facilities.

Survey Material

1.12. The Plan is based on information from sources including:

- | | |
|---|---|
| • Urban capacity study | • Affordable housing needs survey and subsequent indicator monitoring |
| • Essex TEC Employer and Employee survey 2000 | • 1997 Airport Employment Survey |
| • Agricultural land survey | • Habitat survey |
| • Recreation facilities study | • Issues consultation |
| • Brownfield sites identified for a contamination risk assessment | • Flood risk plans |
| • Historic towns survey | • Retail studies |
| • Transport data | • Advice from service providers |
| • How is the current plan operating? – Monitoring Reports | |

Main Aims

Objectives

1.13. In June 2003 the Community Plan - “Uttlesford Futures” was published. The Community Plan is driven by the Local Strategic Partnership of local organisations from the public, voluntary and business sectors that are committed to working together to improve the quality of life in the district. The community plan vision statement for Uttlesford is “a safe and pleasant environment in which to live, grow and prosper.”

In December 2003 the Quality of Life Corporate Plan was published which sets out the ambitions of the Council for Uttlesford until 2007. It draws upon the commitments in the Uttlesford Futures Community Plan and identifies five strategic aims. The Local Plan will contribute to the delivery of two of these aims: -

- Protecting and enhancing the environment and character of the District whilst
 - Improving rural transport
 - Encouraging appropriate economic development
 - Improving the supply of good affordable homes to meet the needs of the local community
 - Promoting tourism, culture and leisure opportunities
- Improving community safety and the health of the population

Appendix 2 sets out indicators and targets to ensure the policies meet these aims

Vision for the Local Plan

- 1.14. Uttlesford enjoys strong positive attributes: its mainly rural environment, productive farmland and historic small towns and villages, good access to London's job opportunities, cultural and sporting attractions and shopping, and to Cambridge with the further range of job opportunities and leisure activities this university city provides. Uttlesford has excellent schools and good access to health care, a high level of economic activity and very low unemployment, and a low crime rate. It is a relatively affluent area. It has a growing network of domestic and international air services through Stansted Airport, which is a major employment site in its own right. These factors have led to Uttlesford being described as the district offering the best quality of life out of 376 local authority areas in England and Wales. For reasons partly related to these attributes, house prices, car ownership, road traffic casualty rates and road traffic growth forecasts are, however, relatively high.
- 1.15. This plan seeks to maintain and improve on Uttlesford's positive attributes. It will preserve the quality of life in the towns and villages. Its policies will help to address concerns within the community about facilities for young people, crime, housing needs, preserving the environment, public transport and access to services, in so far as these can be addressed through the planning system. It will protect the district's environment from inappropriate development, reduce and control noise and air pollution, reduce waste and increase recycling. It will help secure the provision of appropriate high quality leisure facilities and other infrastructure needed to support the level of development proposed in the plan. It will seek to prevent the loss of village shops and post offices. It will seek to ensure that good, affordable housing is available to all residents, especially young people and low paid workers from the District. It will help local companies to grow within appropriate development constraints, creating more jobs locally.

2. Where will development take place?

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

2.2. Key elements are:

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

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

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

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

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

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2.2.4. Other Villages. Where these have development limits, those boundaries will be tightly drawn. There is some limited potential within these boundaries on small previously developed sites, including gardens of existing houses. Local affordable housing and community facility needs may be met on “exception sites” outside development limits.

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2.2.5. Stansted Airport. The Plan sets out limits on the physical extent of the airport. It is to be seen as an airport in the countryside.

2.2.6. Chesterford Park. This is an existing research and development complex in the countryside between Saffron Walden and Cambridge with potential for renewal of some existing buildings. However, the Plan identifies limits on its physical extent.

2.2.7. Metropolitan Green Belt. A belt of countryside needs to be retained between Harlow, Bishop's Stortford, Stansted Mountfitchet and Stansted Airport as part of the regional concept of containing the urban sprawl of London. Within the Green Belt development will only be permitted if it accords with national planning policy on green belts (PPG2) and Structure Plan Policy C2. Development permitted should preserve the openness of the Green Belt and its scale, design and siting should be such that the character of the countryside is not harmed.

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2.2.8. Rural restraint area. Most of the district including its smaller settlements lies outside defined development limits. The character of the countryside changes from one area of the District to another. The particular character comes from the relationship between historic settlements and groups of buildings, ancient woodlands, historic lanes, field boundaries, historic parks, geology, indigenous tree and hedge species, river systems and so on. Different character areas have a greater or lesser capacity to accommodate development. Open elevated areas with long views to ancient woodland, typical of parts of Uttlesford, are particularly sensitive. Any development beyond development limits must be consistent with national policy on the countryside and the appropriate Structure Plan Policy C5. The countryside needs to be protected for its own sake, but not in such a way that the plan prevents evolution of economic activity that is part of life in rural areas and is in sympathy with its character. Examples of development that may be permitted in principle include appropriate re-use of rural buildings, suitable farm diversification, outdoor sport and recreation uses, and affordable housing and other facilities to meet local community needs.

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2.2.9. Airport in the countryside. The Plan identifies a Countryside Protection Zone. The priority within this zone is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments. Development consistent with national planning policy

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for the countryside will only be permitted if it also accords with this overriding objective.

- 2.3. The following general policies implement this strategy. They need to be read with other policies in the subsequent chapters.

Policy S1- Development limits for the Main Urban Areas

The development limits of the existing main urban areas and proposed urban extensions for Great Dunmow, Saffron Walden and Stansted Mountfitchet are defined on the Proposals Map. The following development will be permitted within these boundaries:

- **Major urban extensions, if in accordance with this Plan;**
- **Development within the existing built up areas, if compatible with the character of the settlement and, in addition, for sites on the edge of the built up area, its countryside setting.**

Policy S2 – Development limits/Policy Areas for Oakwood Park, Little Dunmow and Priors Green, Takeley/ Little Canfield

The development limits/policy areas of:

- **the proposed Priors Green development in Takeley and Little Canfield; and**
- **the proposed Oakwood Park development in Little Dunmow are defined on the Proposals Map. Development will be permitted within these boundaries if it is in accordance with this Plan.**

Policy S3 – Other Development limits

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

Policy S4- Stansted Airport Boundary

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

Policy S5 – Chesterford Park Boundary

The boundary of the Chesterford Park Research and Development Site is defined on the Proposals Map as a developed site in the countryside. Facilities for research and development will be permitted within these boundaries if they are in accordance with this Plan.

Policy S6 – Metropolitan Green Belt

The area and boundaries of the Metropolitan Green Belt within Uttlesford are defined on the Proposals Map.

Infilling, limited development or redevelopment compatible with the character of the settlement and its setting will be permitted within the following villages, which are excluded from the Green Belt:

- **Hatfield Heath**
- **Leaden Roding**
- **Little Hallingbury and**
- **White Roding.**

The boundaries of the Green Belt around these villages are defined on the Proposals Map.

Four sites are identified as major developed sites within the Green Belt. A site at Mountfitchet School, Stansted Mountfitchet is defined on the Proposals Map as an area in which infilling development for educational or community uses will be permitted. A site at Parsonage Farm, Stansted Mountfitchet is defined on the Proposals Map as an area in which redevelopment for business uses will be permitted. Sewage Treatment works at Bishops Stortford and Stansted are defined on the Proposal Map as areas in which operational development will be permitted. Development compatible with the countryside setting and purposes of the Green Belt will be permitted within these boundaries.

Policy S7 – The Countryside

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

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.**

Implementation

- 2.4. Development will be largely implemented with private sector resources. Investment is anticipated by the house building industry, commercial developers and BAA. This is realistic in the context of the area's relative prosperity. The new A120 was a significant public sector investment scheme. Completion of the new road from Stansted to Dunmow west was achieved by the end of 2003 and from Dunmow west to Braintree bypass in mid 2004. Private sector investment in new bus and coach services is anticipated.

3. General Planning Policies

- 3.1. All the policies in this Plan and the Structure Plan have to be considered in determining any planning application. This Plan has been organised so that policies on all the standard matters are grouped together in this section and these will apply to all development. It is followed by policies on more specific themes such as economic activity and housing.
- 3.2. The objective of the policies in this section of the Plan is:
- To ensure that development contributes to the achievement of social progress which meets the needs of everyone, effective protection of the environment and prudent use of natural resources.
- 3.3. The planning system has a role to play in implementing sustainability objectives through the development control process, although there are limits to what it can achieve on its own. Its influence on the design, location and accessibility of buildings is one area where it can contribute to the creation of sustainable settlements and work places. Issues for consideration include: visual appearance of the building, protection of the historic environment, promoting biodiversity, designing out crime through the avoidance of public areas that are out of view, promoting home energy efficiency through the orientation, spacing and grouping of buildings, the location and size of windows, conservatories as buffer zones, planting appropriate windbreaks, avoiding the overshadowing of neighbouring buildings, solar panels, porous surfaces for car parking to reduce the rate of water run off and the provision of water butts to collect rainwater for garden use. Some of these techniques potentially conflict with each other and therefore a pragmatic approach will be required. The choice, however, should be an informed one.
- 3.4. This section addresses the following local quality of life issues, which could all potentially be relevant to any proposal:
- Access
 - Design including community safety
 - Flood protection
 - Good neighbourliness
 - Light pollution
 - Infrastructure provision to support development
 - Nature conservation including biodiversity
 - Vehicle parking standards

Access

- 3.5 The key issues of the Council's Transport Strategy are set out in detail in Chapter 9. The objectives in this Plan are to locate high trip generating activity in areas well served by public transport; to increase the proportion of journeys made by rail and bus, on foot and by cycle; to reduce the number and length of motor vehicle trips by the location of

development; and to minimise the adverse effects of traffic on residential and shopping areas by traffic management measures.

- 3.6 The Council will work with highway authorities to ensure that, whenever possible, transport investment and the resultant transport network will support the Plan's development strategy and policies.
- 3.7 The impact of development on the road network will be assessed and Traffic Impact Assessments may be required as part of applications for planning permissions. Improvements to the transport infrastructure will be sought where appropriate. The environmental impact of traffic arising from a development will similarly be assessed and Environmental Assessments may also be required. The cumulative impact of developments will also be taken into account.
- 3.8 Development proposals for any building that the public may use will be required to provide safe, easy and inclusive access for all people regardless of disability, age or gender. This should include access to, into and within the building and its facilities, as well as appropriate car parking and access to public transport provision.
- 3.9 The needs of walkers, cyclists and horse riders will be taken into account whenever development would affect routes used by riders or where the potential for the creation of new paths along strategic routes would be jeopardised. Suitable replacement paths will be required when routes used by walkers and riders will no longer be suitable for continued use as a result of other changes to the road network or new development.

Policy GEN1 – Access

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

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

Design

- 3.10 Further Supplementary Planning Documents will be prepared on design issues. This will encourage development to be designed so that it meets

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

Policy GEN2 – Design

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

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

Flood Protection

- 3.11 With climate change, assessments of areas with a high potential risk of flooding need to take into account new information and be kept up to date. Areas at high potential risk of flooding from rivers are defined as those where the annual probability of flooding is greater than 1.0%. They will be identified in supplementary planning documents
- 3.12 All the urban extensions and settlement expansions proposed in this Plan are on land above flood plains. The arrangements for surface water run off disposal will need to take the implications for flood risk elsewhere fully into account.

- 3.13 Surface water disposal from new developments, is the responsibility of the developer, and must, where practicable, take place on site using appropriate and acceptable methods, including soakaways. New connections to the public sewerage system must not pose an unacceptable threat of surcharge, flooding or pollution. Surface water must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding.
- 3.14 The Environment Agency is in general opposed to the culverting of watercourses because of the adverse ecological and flood defence effects likely to arise

Policy GEN3 – Flood Protection

Within the functional floodplain, buildings will not be permitted unless there is an exceptional need. Developments that exceptionally need to be located there will be permitted, subject to the outcome of flood risk assessment. Where existing sites are to be redeveloped, all opportunities to restore the natural flood flow areas should be sought.

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

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

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

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

Good Neighbourliness

Policy GEN4 - Good neighbourliness

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

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

Light Pollution

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

Policy GEN5 – Light pollution

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

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

Infrastructure Provision to Support Development

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

Policy GEN6 –Infrastructure Provision to Support Development

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

provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.

Nature Conservation

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

Policy GEN7 – Nature Conservation

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

Vehicle Parking Standards

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

Policy GEN8 – Vehicle Parking Standards

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

Topic Chapters

This section of the Plan contains policies on:

Economic Activity
Environment, Built and Natural
Housing
Leisure and Cultural provision
Retailing and Services
Transport and Telecommunications

4. Economic Activity

- 4.1. The policies on economic activity have the following objectives:
- To ensure that provision is made for enough land to meet the structure plan requirement and enable the expansion of existing firms and the introduction of new employment;
 - To ensure that a range of employment opportunities is available at key locations across the district and that alternative employment exists other than in the concentration on the airport at Stansted;
 - To enable opportunities for local employment close to where people live, which may potentially reduce travel to work;
 - To ensure that development is accessible to all; and
 - To help diversify the economy in the rural area and provide alternative income for farm based businesses.

Location of Future Employment Land

- 4.2. The increase in the amount of land for business uses in Uttlesford's two largest urban areas is determined in the structure plan. It requires that the total will increase by 16 hectares by 2011. In 2000, employment areas in Great Dunmow and Saffron Walden totalled 46.76 hectares. All these figures are net site areas, and exclude major distributor roads and strategic landscape buffers. This local plan indicates where land is proposed for development so as to achieve this increase in land for business uses. The total area proposed exceeds 16 hectares by 1.35 hectares. Some existing employment land is proposed for redevelopment by housing, and this has to be replaced.
- 4.3. A range of sites is proposed to meet the needs of the high tech sector, with its greater potential growth in the longer term, as well as meeting the needs of office, traditional manufacturing and distribution sectors.
- 4.4. Great Dunmow has reasonable potential for employment growth. Key factors are access to the trunk road network, access to London and Stansted Airport and an above average living environment. The size of the local economy is small, however, and past growth has been sporadic. These are limiting factors.
- 4.5. The site committed for a business park at Great Dunmow continues to be an appropriate proposal. It is on undeveloped land but there is limited potential to accommodate employment development on previously developed land in Uttlesford.
- 4.6. Saffron Walden enjoys similar advantages to Great Dunmow along with proximity to Cambridge and existing high tech employment. However there are few suitable sites, which would not impinge on the historic town environment or the surrounding open countryside. A small site is proposed as an extension to the existing Business Centre, off Elizabeth Way.

5. Environment, Built and Natural

- 5.1. The policies on the built and natural environment have the following objectives:
- To safeguard the character of Uttlesford's historic settlements.
 - To conserve and enhance the historic buildings in Uttlesford and their setting.
 - To protect the natural environment for its own sake, particularly for its biodiversity, and agricultural, cultural and visual qualities.
 - To limit sensitive development in areas subject to high levels of noise from aircraft or other sources, and avoid deterioration in the noise environment.
 - To protect ground and surface water resources from contamination and over abstraction.
 - To protect users of residential properties in particular from long term exposure to poor ground level air quality.
 - To improve the health of the community.

Conservation Areas and Listed Buildings

- 5.2. There are 35 Conservation Areas in the District and about 3500 listed buildings or groups of buildings identified in the Statutory Lists. These buildings or groups represent about one quarter of the Essex total, itself one of the most richly endowed of all English counties.
- 5.3. The Listed Buildings in the District vary widely both in age 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. Although timber framed buildings predominate, some early buildings are constructed of brick and stone. External finishes include many excellent examples of weatherboarding, pargetting and flintwork. Every period from before the Norman Conquest is represented, but over 40% of all Listed Buildings date from the 17th century.
- 5.4. This rich heritage is one of the key elements in the quality of the local environment. It is important that the development pressures on the district are managed in ways that enable the built environment to be protected and enhanced and inappropriate development to be avoided. The Council will prepare Conservation Area Statements and supplementary planning documents on the design of development within conservation areas.

Policy ENV1 - Design of Development within Conservation Areas

Development will be permitted where it preserves or enhances the character and appearance of the essential features of a Conservation Area, including plan form, relationship between buildings, the arrangement of open areas and their enclosure, grain or significant natural or heritage features. Outline applications will

not be considered. Development involving the demolition of a structure which positively contributes to the character and appearance of the area will not be permitted.

Policy ENV2- Development affecting Listed Buildings

Development affecting a listed building should be in keeping with its scale, character and surroundings. Demolition of a listed building, or development proposals that adversely affect the setting, and alterations that impair the special characteristics of a listed building will not be permitted. In cases where planning permission might not normally be granted for the conversion of listed buildings to alternative uses, favourable consideration may be accorded to schemes which incorporate works that represent the most practical way of preserving the building and its architectural and historic characteristics and its setting

Open Spaces and Trees

- 5.5. There are open spaces of high environmental quality in many of the towns and villages. Such spaces may include village greens, commons or narrow tongues of agricultural land or woodland or large mature gardens. Sometimes, the land may have been left in a state of untidiness but, nevertheless, the existence of the space may be important to the character of the locality. Retention of the space would also enable its full environmental potential to be realised through an enhancement project. Normally it has been possible to protect such areas by ensuring that they lie beyond defined development limits. The need to protect similar areas within settlements is equally important and the most significant of these have been shown on individual inset maps. Other smaller spaces of importance will also be protected where development would be inappropriate, but it is not practicable to identify all of these.
- 5.6. Where the principle of development is acceptable it should avoid taking away features that are prominent elements and enhance the local environment, such as for example, healthy mature trees. However, as a specific example, it may not be possible to accommodate a residential development on a tight space without removing a clump of sycamore saplings or similar. This may be considered acceptable. Sometimes public facilities may be proposed on open space. Again, if a successful design can be achieved, a limited loss of open space may be permitted.

Policy ENV3- Open Spaces and Trees

The loss of traditional open spaces, other visually important spaces, groups of trees and fine individual tree specimens through development proposals will not be permitted unless the need for the development outweighs their amenity value.

Ancient Monuments and Sites of Archaeological Importance

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

Policy ENV4 Ancient Monuments and Sites of Archaeological Importance.

Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there will be a presumption in favour of their physical preservation in situ. The preservation in situ of locally important archaeological remains will be sought unless the need for the development outweighs the importance of the archaeology. In situations where there are grounds for believing that sites, monuments or their settings would be affected developers will be required to arrange for an archaeological field assessment to be carried out before the planning application can be determined thus enabling an informed and reasonable planning decision to be made. In circumstances where preservation is not possible or feasible, then development will not be permitted until satisfactory provision has been made for a programme of archaeological investigation and recording prior to commencement of the development.

The Quality of the Countryside

- 5.9. Uttlesford is a highly productive arable farming area. There is no Grade land but over 80% of the District is classified Grade 2 by the Ministry of Agriculture, Fisheries and Food. There is some Grade 3a land. This represents the best and most versatile farmland. Such land should be avoided for development unless sustainability considerations suggest otherwise.

- 5.10. Pastureland is not extensive but it does exist in the river valleys where drainage problems, in part, have resulted in Grade 3b designation. Although not the best and most versatile farmland, pasture land is important to the character and biodiversity of the district
- 5.11. Proposals to change agricultural land to domestic garden which are not likely to materially change the character or appearance of the surrounding countryside are those which for instance use unworkable corners of fields and do not create wedges of domestic garden intruding into an agricultural landscape. They should include appropriate boundary treatment such as hedgerows of indigenous species or fencing appropriate to a rural location such as post and rail fencing which do not have the effect of urbanising the area or of compromising the openness of the countryside. In the new garden conditions removing permitted development rights may be imposed where structures would compromise the open character.
- 5.12. The District's landscape includes important historic elements. There are twelve historic parklands identified on the Proposals Map and Inset Maps whose character remains relatively intact. Four of these parklands are included in the English Heritage Register of Historic Parks and Gardens. Development proposals will need to be sensitive to the way open space, plantation and water features create their particular landscape characteristics. There are ancient landscapes in two areas where there are notable complexes of surviving ancient semi natural woodland with coppice and standards, and medieval boundary banks: Hatfield Forest and the southern part of Debden Parish. In the latter case there is also clear evidence of very early piecemeal enclosure. Modest proposals such as agricultural development or farm diversification schemes complying with Policy E4 may be acceptable in historic landscapes if handled sensitively and where harm is compensated by landscape enhancement and biodiversity proposals.
- 5.13. Woodland and hedgerows are important components in the local landscape. Many field boundary hedgerows have been lost in recent years and woodlands in the landscape have often acquired particular prominence because of this. Hedgerow legislation introduced in 1997 means that the Council must be notified when an owner wishes to remove a hedgerow. If the hedge is of historic or ecological importance the Council can serve a Hedgerow Retention notice. While development should retain features listed in policy ENV8 wherever possible, it might be necessary, for example, to remove a length of hedging to provide adequate access to a barn conversion. This may be permitted provided there is an agreed scheme of compensating new planting. All of the visually important woodlands in the District are shown on the Proposals Map and Inset Maps. Broad byways and narrow enclosed high-banked lanes are also important elements in the character of the countryside. The best of these have been designated Protected Lanes.

- 5.14. Some of the woodlands are very old and of ecological importance. The best habitats are designated as Sites of Special Scientific Interest. Hales Wood and Hatfield Forest are National Nature Reserves. Sites of Special Scientific Interest are identified by English Nature as being of special interest by reason of flora, fauna, geological or physiographic features. Most of the sites in Uttlesford are ancient woodlands, but there are good examples of specific grassland/ streamside habitats. Halls Quarry is a site of geological interest. Where the Council has statutory discretion to require an environmental assessment, because a relevant project is likely to have significant effects on the special character of an SSSI, it will normally require one.
- 5.15. Sites of Special Scientific Interest and National Nature Reserves have the maximum degree of protection from development. Examples of exceptions, though, might be a minor development such as a new access or visitor facilities with limited effects, or a nearby development that might also have limited effects on nature conservation value of the protected site. Other nature conservation sites will still be given a high degree of protection, but a use with limited and temporary effects on biodiversity might be acceptably accommodated if there are landscape considerations that weigh against other technically feasible sites. Also there may be operational reasons why development needs should sometimes override biodiversity objectives. Appropriate mitigation measures will be sought to compensate for biodiversity losses.
- 5.16. Roadside verges also represent uncultivated areas in an intensively farmed landscape where rare plants may still be found, and Special Verges are shown on the Proposals Map and Inset Maps as areas to which Policy ENV8 applies. Special Verges may often be associated with lanes following historic alignments. Other sites of local ecological value exist and further sites worthy of protection may be identified in the Plan period, which might include Local Nature Reserves. The Council will work with English Nature, Town and Parish Councils and landowners to secure the declaration of new Local Nature Reserves in and around the District's main settlements.
- 5.17. Part 1 of the Wildlife and Countryside Act 1981 sets out the protection which is afforded to wild animals and plants. The presence of a protected species such as bats, barn owls, badgers, great crested newts or water voles on a site will be taken into account when considering a proposal for development. Particular care needs to be given to proposals for the redevelopment of derelict sites. Such sites with derelict buildings and areas of hard standing provide suitable habitats for amphibians and reptiles. Development will either be refused or be subject to a requirement that reasonable precautions be taken. This is not an issue restricted to the countryside, as bats, for example, may roost in the roof spaces of buildings in towns and villages.

Policy ENV5 - Protection of Agricultural Land

Development of the best and most versatile agricultural land will only be permitted where opportunities have been assessed for accommodating development on previously developed sites or within existing development limits. Where development of agricultural land is required, developers should seek to use areas of poorer quality except where other sustainability considerations suggest otherwise.

Policy ENV6 – Change Of Use of Agricultural Land to Domestic Garden

Change of use of agricultural land to domestic garden will be permitted if the proposal, particularly its scale, does not result in a material change in the character and appearance of the surrounding countryside. Conditions regulating development rights associated with the proposal may be necessary.

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

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

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

Policy ENV8 – Other Landscape Elements of Importance for Nature Conservation

Development that may adversely affect these landscape elements

Hedgerows	Plantations
Linear tree belts	Ponds
Larger semi natural or ancient woodlands	reservoirs
Semi-natural grasslands	River corridors
Green lanes and special verges	Linear wetland features
Orchards	Networks or patterns of other locally important habitats.

will only be permitted if the following criteria apply:

- 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 of the locality.**

Appropriate management of these elements will be encouraged through the use of conditions and planning obligations.

Policy ENV9 – Historic Landscapes

Development proposals likely to harm significant local historic landscapes, historic parks and gardens and protected lanes as defined on the proposals map will not be permitted unless the need for the development outweighs the historic significance of the site.

Noise

- 5.18. Policies ENV10 and ENV11 aim to ensure that wherever practicable, noise sensitive developments are separated from major sources of noise such as road, rail and air transport and certain types of industrial development
- 5.19. Aircraft movements are a particular major source of noise in Uttlesford. Aircraft taking off from Stansted are required to follow “noise preferential routes” (NPRs) to a height of 3,000 feet (4,000 feet at night time), maintaining a minimum climb gradient of 4%, and remain within a 1.5 kilometre swathe either side of the centre line of the NPR. Two sets of NPRs have been designated by the Civil Aviation Authority. There are statutory requirements for landing aircraft. Aircraft using the Instrument Landing System should not descend below 2,000 feet prior to intercepting the glidepath, and then not fly below it. At night, aircraft should not descend below 3,000 feet until on their final approach and less than 10 nautical miles from touchdown.
- 5.20. Calculation of the noise index of exposure to aircraft noise takes into account the level of use of each NPR and glide path, the number of aircraft movements and aircraft type. Indices are calculated for each year, based on the actual number of movements, and for the future scenario of 25mppa using assumptions. Monitoring of air noise patterns will help to ensure that the policy continues to be applied to the most appropriate area. Noise sensitive developments include residential uses.
- 5.21. National guidance on Planning and Noise indicates the appropriate response to the level of noise by source. This includes road, rail and mixed sources as well as air noise.

Policy ENV10 - Noise Sensitive Development and Disturbance from Aircraft

Housing and other noise sensitive development will not be permitted if the occupants would experience significant noise disturbance. This will be assessed by using the appropriate noise

contour for the type of development and will take into account mitigation by design and sound proofing features

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

Policy ENV11 - Noise Generators

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

Protection of Water Resources

- 5.23. The Environment Agency publishes information on the localities where contamination of ground water is a critical issue because of proximity to abstraction sites where water is drawn off for potable supply. There are four such sites under the upper reaches of the Cam, at Arkesden, Debden Road Saffron Walden, Springwell and Uttlesford Bridge Wendens Ambo; two in the Pant valley, at Hempstead and Gambers Hall Bardfield; and three in the Chelmer Valley, at Armitage Bridge and Bolford Street Thaxted and Great Dunmow. A major aquifer lies under most of the northern half of the district.
- 5.24. Development must minimise its impact on the environment by adopting environmental best practice and necessary pollution measures. Supplementary Planning Documents will be prepared on design issues including measures to protect water resources.

Policy ENV12 –Protection of Water Resources

Development that would be liable to cause contamination of groundwater particularly in the protection zones shown on the proposals map, or contamination of surface water, will not be permitted unless effective safeguards are provided.

Air Quality

- 5.25. The Council's air quality management strategy has identified that, based on traffic forecasts, poor air quality is anticipated alongside the M11 and the new A120. Since both run through the open countryside where there is strict control on new buildings it is unlikely there will be many proposed developments close to either road. The widths of the zones

are based on Government standards for the traffic levels predicted. The extent of the zones is based on Local Air Quality Management Technical Guidance Note 3 in respect of Nitrogen Dioxide using the Design Manual for Roads and Bridges Screening Model.

Policy ENV13 – Exposure to Poor Air Quality

Development that would involve users being exposed on an extended long-term basis to poor air quality outdoors near ground level will not be permitted. A zone 100 metres on either side of the central reservation of the M11 and a zone 35 metres either side of the centre of the new A120 have been identified on the proposals map as particular areas to which this policy applies.

Contaminated Land

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

Policy ENV14 – Contaminated Land

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

Renewable Energy

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

Policy ENV15 - Renewable Energy

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

6. Housing

- 6.1. The policies on housing have the following objectives:
- To meet the Structure Plan housing requirement and provide sufficient housing to meet locally generated requirements;
 - To concentrate housing development in the main urban areas and other locations well related to employment and facilities; and
 - To meet the need for affordable housing and retain mixed and balanced communities.

Housing Development

- 6.2. The structure plan requirement for the period 1996 to 2011 is 5,600 homes. Between 1996 and 2000, 980 homes have been completed. This local plan accordingly needs to show how at least 4,620 homes will be provided over the period 2000 to 2011. Over 40% already had planning permission in April 2000. There were permissions for 318 homes (net) on sites for 11 dwellings or less and permissions for 1,575 homes on sites for 12 or more dwellings. Some of these were under construction, others not yet started. The key element is the remainder.
- 6.3. It is important to strike a balance between making effective use of developed land within development limits and protecting their character. Uttlesford's urban areas are relatively small and the opportunities for development in them limited by relatively few potential sites. This is why 75% of the housing provision is proposed in urban extensions and two major settlement expansions. Much of this land already has planning permission, but this plan seeks to make effective use of these large sites, acknowledging that outstanding commitments may constrain what can be achieved on a specific site. Elsewhere, the opportunities for development in a linear loose settlement sensitive to its character may be different from those in a village where historically buildings have been more clustered. Proposals will also need to respect the character of village approaches. Some have an abrupt break between settlement and countryside. Others have a more gradual transition with well spaced out properties.
- 6.4. Policy H1 proposes a total of 5052 dwellings, which allows for flexibility in case some sites do not come forward in the Plan period. The allocation of sites has taken into account:
- The availability of previously developed land;
 - The location and accessibility of sites;
 - The capacity of existing and potential infrastructure;
 - The ability to build communities
 - Constraints such as flood risk.
 - A review of land previously allocated for employment purposes.

- 6.5. A search sequence has been followed, starting with the re-use of previously developed land in urban areas identified in an urban capacity study, then urban extensions and finally two other key sites within the A120 transport corridor, with its potential to support public transport.
- 6.6. There are eight strategic sites, that is those with a capacity of more than 50 dwellings. Three of these are on previously developed land.
- Development of the Oakwood Park site commenced in 1999 and is expected to be completed in 2006/7 taking into account the limit of 305 occupations prior to the new A120 dual carriageway.
 - Development of the Printpack site, Radwinter Road, Saffron Walden started in 2001/2 and was completed in 2002/3.
 - Development of part of the Thaxted Road Saffron Walden site started in 2003/4.
- 6.7. The remaining sites are greenfield sites
- A substantial part of the largest site, the Woodlands Park site at Great Dunmow had planning permission at the beginning of the plan period and its development is expected to extend throughout the plan's duration with completion in 2010/11.
 - The Rochford Nurseries development in Birchanger/ Stansted is expected to be supplying houses in 2005/6 following off site infrastructure works.
 - The site, west of Hawthorn close in Takeley village is expected to be supplying houses in 2004/5
 - Implementation of the extensive Priors Green site is likely to extend throughout the remainder of the Plan's duration with completion in 2010/11.
 - The eighth strategic site is a greenfield site, which would be an urban extension to Saffron Walden south of Ashdon Road. Half of the site is allocated during the plan period and half will only be developed if monitoring of housing supply indicates that there will be a significant shortfall against the structure plan housing requirement.
- 6.8. A combination of a strong housing market and site specific factors will mean that the objective of securing housing on previously developed land before taking greenfield sites will be achieved in the district. Site specific factors include the need for some developments to be phased in relation to off site highway infrastructure,

Policy H1 – Housing Development

The local plan proposes the development of 5052 dwellings for the period 2000 to 2011 by the following means:

- a) **The re-use of existing buildings and previously developed land, and the use of unused land, within the development limits of the main urban areas:**
- **Great Dunmow (228 dwellings);**

- **Saffron Walden (399 dwellings; and**
 - **Stansted Mountfitchet (121 dwellings)**
- b) **Urban extensions to two of the main urban areas, and settlement expansions:**
- **Oakwood Park, Little Dunmow (810 dwellings);**
 - **Rochford Nurseries, Birchanger and Stansted Mountfitchet (720 dwellings);**
 - **Takeley and Priors Green (939 dwellings); and**
 - **Woodlands Park, Great Dunmow (1253 dwellings).**
 - **Ashdon Road Saffron Walden (75 dwellings)**
- c) **Re-use of existing buildings and previously developed land outside urban areas (450 dwellings).**
- d) **Other contributions to supply, including development with outstanding planning permission not included in the above categories.**
- **Bellrope Meadow Thaxted (30 dwellings)**
 - **Brocks Mead Great Easton (20 dwellings)**
 - **Hassobury (7 dwellings).**

Policy H2 - Reserve Housing Provision

The following urban extension site will only be fully developed before 2011 if monitoring of housing supply indicates that the total proposed provision of 5052 dwellings between 2000 and 2011 as set out in Policy H1 is unlikely to be achieved. A supplementary planning document will be prepared enabling the release of the site if its development should prove necessary before 2011:

- **Land south of Ashdon Road Saffron Walden**

Community-Led Plans and Village Housing

- 6.9. Policy H1 concentrates housing development in the main urban areas and other locations well related to employment and facilities. Within the villages development is generally limited to single infill plots and conversions, or affordable housing on exception sites. In order therefore to ensure that the needs of villages are adequately met through market and affordable housing the Council will work with Parish Councils and Community Groups to support them in producing community-led plans.
- 6.10. Community-led plans allow Parish Councils and community groups to get actively involved in the decision making processes that affect the future of their village. The process of producing a community-led plan includes extensive survey work to establish local needs and aspirations highlight priorities and develop an action plan and vision for the future of the community.

- 6.11. A protocol and guidance on Community Led Plans will be adopted by the Council as a Supplementary Planning Document.
- 6.12. The District Council will support the production of community-led plans and adopt consistent and robust community-led plans dealing with land-use, development and design as supplementary planning documents. Adopted Community-led Plans will be a material consideration in determining planning applications. Where the community-led plan proposes additional residential development which would involve an amendment to the Village Development Limit, this will be considered as an alteration to the Adopted Plan or incorporated into future Development Plan Documents.

Infilling

- 6.13. Infilling with new houses will be permitted within settlements subject to safeguards. Some settlements are not included in any boundary. These are settlements where there are no apparent opportunities for infilling, because there are no gaps left for development and, in some cases, the approaches to the village are too loose in character for development to be appropriate.
- 6.14. There is no specific policy on infilling outside development limits because any infill proposals will be considered in the context of Policy S7. This says that development will be strictly controlled. It means that isolated houses will need exceptional justification. However, if there are opportunities for sensitive infilling of small gaps in small groups of houses outside development limits but close to settlements these will be acceptable if development would be in character with the surroundings and have limited impact on the countryside in the context of existing development.

Policy H3 –New Houses within Development limits

Infilling with new houses will be permitted on land in each of the following settlements if the development would be compatible with the character of the settlement and, depending on the location of the site, its countryside setting. This will be in addition to the sites specifically allocated as urban extensions and settlement expansions. Windfall sites will be permitted if they meet all the following relevant criteria:

- a) The site comprises previously developed land;**
- b) The site has reasonable accessibility to jobs, shops and services by modes other than the car, or there is potential for improving such accessibility;**
- c) Existing infrastructure has the capacity to absorb further development, or there is potential for its capacity to be increased as necessary;**
- d) Development would support local services and facilities; and**
- e) The site is not a key employment site.**
- f) Avoid development which makes inefficient use of land.**

The list of settlements is:

**Arkesden
Ashdon (Incl Church End)
Barnston
Berden
Birchanger and Parsonage Farm
Chrishall
Clavering (Incl. Hill Green)
Debden
Elmdon
Elsenham
Felsted (Including Causeway End, Watch House Green/Bannister Green)
Great Chesterford
Great Dunmow
Great Easton
Great Hallingbury (incl Bedlar's Green)
Great Sampford
Hadstock
Hatfield Broad Oak
Hatfield Heath (East and West)
Hempstead
Henham
High Easter
High Roding
Leaden Roding
Little Easton (Duck Street)
Little Hallingbury (north and south)
Littlebury
Manuden
Newport
Quendon and Rickling Green
Radwinter
Saffron Walden
Sewards End
Stansted Mountfitchet
Start Hill
Stebbing
Takeley
Takeley Street
Thaxted
Wendens Ambo
White Roding
Wicken Bonhunt
Widdington**

The limit of each settlement for the purposes of this policy is defined on the proposals map.

redevelopment may be acceptable but only if the opportunity is taken to put up a building that reflects local character, is sensitively sited and, through new planting, on balance enhances the countryside.

Supplementary Planning Documents will be prepared by the Council.

Policy H7– Replacement Dwellings

A replacement dwelling will be permitted if it is in scale and character with neighbouring properties. In addition, outside development limits, a replacement dwelling will not be permitted unless, through its location, appearance and associated scheme of landscape enhancement it would protect or enhance the particular character of the countryside in which it is set.

Home Extensions

- 6.24. While home extensions reduce the stock of smaller, cheaper housing, an extension may be the only way many households can afford to secure the accommodation they need as their requirements change. Extending a three bedroom home into a four bedroom property will mean that the car parking standard changes from two to three spaces. Depending on circumstances, development abutting a property boundary can have an overbearing effect on adjoining properties. Leaving a gap between development and the site boundary can help avoid this problem arising.

Policy H8 – Home Extensions

Extensions will be permitted if all the following criteria apply:

- a) **Their scale, design and external materials respect those of the original building;**
- b) **There would be no material overlooking or overshadowing of nearby properties;**
- c) **Development would not have an overbearing effect on neighbouring properties;**

Affordable Housing and Mixed and Balanced Communities

- 6.25. There are, and will continue to be, many households or potential households in Uttlesford lacking their own housing or living in housing that is inadequate or unsuitable, who are unlikely to be able to meet their needs in the housing market without some assistance. This is the Government's definition of housing need. It is estimated that the scale of the requirements for affordable housing is nearly 300 homes a year for the period 2001 to 2006 taking into account the backlog of existing need, reducing to about 230 homes a year for the next five year period to 2011 once the backlog has been addressed. Much of the need is newly arising each year. The ten year requirement is accordingly 2,650. If the newly arising need in 2000-1 (the underlying rate of about 230 homes a year) is added to this, the total of 2,880 represents just under 60% of the total housing provision in the plan for 2000-11. Future surveys will include a 'Key Worker' housing needs survey to identify who are the key workers in Uttlesford as well as their housing needs.

- 6.26. Over 40% of the homes proposed in total already had planning permission in April 2000. The supply of housing from these sites that would address the situation of those who are unlikely to be able to meet their needs in the housing market without some assistance is already determined. It is about 200 homes (11%). This means that the balance of the total requirement, 2,680, has to be compared with the balance of the housing provision without planning permission of about 3190. In practice the ratio will be even more unfavourable, because of planning permissions granted between 2000 and the date when the policies in this Plan are capable of being accorded sufficient weight to be implemented. The situation justifies affordable housing being sought on as many sites as is practicable, subject to national planning policy.
- 6.27. In Government policy advice, the term affordable housing includes low cost market housing, discounted market housing, as well as housing for social rent or shared ownership from social landlords. However, new build low cost market housing is unlikely to address housing need in Uttlesford. This is because new build housing is significantly more expensive than second hand properties, and those households who are on the margins of being able to meet their needs in the housing market will be purchasing second hand towards the bottom end of the price band.
- 6.28. For affordable housing to be relevant to those in housing need in Uttlesford it must meet the following tests:
- It results in weekly outgoings on housing costs that 20% of Uttlesford households in need can afford, excluding housing benefits.
 - Such housing should be available, both initially and for subsequent occupancy, only to those with a demonstrable housing need.
- 6.29. This Plan sets a target of 40% of dwellings to be affordable housing, meeting the weekly outgoings on housing costs and availability tests above. This represents a compromise between the proportion justified by the scale of need and what the housing industry can reasonably be expected to provide. The percentage and type of affordable housing on any given site will be subject to negotiation at the time of a planning application, to allow issues of site size, sustainability and economics of provision to be considered. Within Great Dunmow, Saffron Walden and Stansted Mountfitchet, on sites of 0.5 hectares or of 15 dwellings or more 40% affordable housing will be negotiated. Where appropriate consideration will also be given to the provision of housing to meet special needs. The level of housing provision sought on a site should have regard to the Council's target for housing provision yet should not make the development unviable. Elsewhere in the District 40% affordable housing will be similarly sought on sites of 0.5 hectares or of 15 dwellings or more. There may however be smaller sites within the rural areas which could provide a useful contribution to the Council's supply of affordable housing. Appropriate sites should still be large enough to ensure a viable scheme and not lead to the provision of only 1

or 2 affordable units on a site which would lead to a fragmented approach to affordable housing in the rural areas.

- 6.30. It will be important to achieve mixed and balanced communities in two respects: within a larger site, and the village as a whole in the case of smaller settlements. All developments on a site of 3 or more homes must include an element of small 2 and 3 bed homes, which must represent a significant proportion of the total, for those households who are able to meet their needs in the market and would like to live in a new home.

Policy H9- Affordable Housing

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, having regard to the up to date Housing Needs Survey, market and site considerations

Policy H10 – Housing Mix

All developments on sites of 0.1 hectares and above or of 3 or more dwellings will be required to include a significant proportion of market housing comprising small properties.

Affordable Housing on “Exception Sites”

- 6.31. As a consequence of the scale of affordable housing needs and the need to retain mixed and balanced communities, the Council will also exceptionally release suitable land in rural areas for local needs housing that would not otherwise normally receive planning permission. Any such provision will be additional to the housing provision in this Plan, although the number of units completed will be taken into account in future reviews of this Plan.
- 6.32. It is important to establish that a need exists and then to ensure 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 persons may, for example, include existing residents who need separate accommodation locally, those who provide an important local service, or people who have longstanding links with the local community, such as people who used to live in a village but were forced to move away because of a lack of affordable housing, and elderly people who need to move back into a village to be near relatives. '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 larger village that would meet the needs of adjoining smaller communities. It is essential that a registered social landlord is involved to achieve control over future occupancy of the homes provided on such sites.
- 6.33. Schemes are likely to be more appropriate in larger communities providing a basic range of services including a primary school, public

transport and adequate infrastructure for sewage disposal. Sewage disposal should be considered at an early stage so that any implications for the viability of a scheme can be taken into account. Various schemes are currently being considered and it is expected that a number will be built during the Plan period. It is intended that in most villages such housing developments will be the only new development sites. In Green Belt villages the need will have to represent special circumstances to justify an exception to Policy S6.

Policy H11 – Affordable Housing on “Exception Sites”

Development of affordable housing will be permitted outside settlements on a site where housing would not normally be permitted, if it would meet all the following criteria:

- a) 100% of the dwellings are to be affordable and provided through a Registered Social Landlord;
- b) The development will meet a particular local need that cannot be met in any other way;
- c) The development is of a scale appropriate to the size, facilities and character of the settlement; and
- d) The site adjoins the settlement.

Agricultural Workers' Dwellings

- 6.34. The erection of a new dwelling for someone engaged in agriculture who has to be available on the holding at all times is one instance where new buildings may exceptionally be permitted in the countryside.
- 6.35. Applications for planning permission in such circumstances will need to demonstrate that the intention to engage in agriculture is genuine and will be sustained for a reasonable period of time. It will also be necessary to establish that the enterprise needs one or more workers to be readily available at most times, for example to provide essential care to animals or processes at short notice and to deal quickly with emergencies that could cause serious loss of crops or produce.
- 6.36. Such dwellings may be exceptionally permitted in open countryside only because of the needs of the enterprise. In these cases dwellings will normally be modest in size, commensurate with the function of providing accommodation for an agricultural worker or a farm manager, as appropriate, and be related to the needs of the holding in terms of its scale. The test is a stringent one. The application must demonstrate that new residential accommodation is essential for the enterprise, and not just convenient.

Policy H12 - Agricultural Workers' Dwellings

New dwellings or the conversion of existing buildings for agricultural workers may be permitted if both the following criteria are met:

7. Leisure and Cultural Provision

7.1. The policies in this section have the following objectives:

- To safeguard existing open space within towns and villages for either formal or informal recreation.
- To enable the provision of community facilities in villages, which would accommodate activities central to village life, even where development would not normally be permitted.
- To develop sport and leisure facilities at key sites and enable outdoor recreation in the countryside whilst protecting its character and amenities.
- To ensure that play facilities are included in developments where appropriate.
- To support tourism in Uttlesford within the capacity of its towns and countryside to accommodate visitors.
- To improve access to leisure and cultural facilities and to ensure that all leisure and cultural provision is accessible for the benefit of the whole community to ensure social inclusion.

Sports Fields and Recreational Facilities

7.2. As there is already a deficiency in the number of playing pitches, policy LC1 is concerned with total or partial loss of playing fields, open space and allotments. It applies whether the facilities are still in active use or whether through ownership, for example, this is now prevented. It also applies to development that would prejudice the use of land as playing fields, open space or allotments. It is not intended to prevent the provision of facilities such as changing rooms, pavilions and club houses. If replacement facilities are proposed these must be at least as good as those lost in terms of location, quantity, quality, and management arrangements. They must also be made available before development of the existing site begins. An assessment of current and future needs will need to be submitted demonstrating that there is an excess of playing fields in a locality and the catchment of the facility, or that the site has no special significance to sport or recreation, if planning permission is to be granted for development under exception b).

Policy LC1 - Loss of Sports Fields and Recreational Facilities

Development will not be permitted if it would involve the loss of sports fields or other open space for recreation, including allotments. Exceptions may be permitted if either of the following applies:

- a) Replacement facilities will be provided that better meet local recreational needs;**
- b) The need for the facility no longer exists.**

7.3. The Council intends to work with town and parish councils to provide and/ or improve facilities in the District

- 7.4. Extensions or additional facilities at existing sports and leisure centres or school sites with potential for dual school and community use will be permitted outside as well as within settlements.

Access to Leisure and Cultural Facilities

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

Policy LC2 - Access to Leisure and Cultural Facilities

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

Policy LC3 - Community Facilities

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

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

Policy LC4 - Provision of Outdoor Sport and Recreational Facilities

Beyond Development limits

The following developments will be permitted:

- a) **Outdoor sports and recreational facilities, including associated buildings such as changing rooms and club-houses;**
- b) **Suitable recreational after use of mineral workings.**

Play Facilities

- 7.6. The Council's Leisure and Cultural Strategy emphasises the importance of working with partners to ensure that opportunities exist for all young people to play and to have access to play facilities, acknowledging the National Playing Fields Association standards. Supplementary Planning Documents will be prepared setting out the requirements for play facilities associated with development.

Tourist Accommodation

- 7.7. The development of tourism is supported to increase the economic benefits to the district provided this is done in a sustainable way. If the development involves the re-use of a rural building, Policy E5 will also apply.

Policy LC5– Hotels and Bed and Breakfast Accommodation

New building, change of use of an existing building or extension to existing accommodation will be permitted within development

limits if the development would not harm the character or amenities of the surrounding area. Development outside development limits will only be permitted if either of the following apply:

- a) it involves the re-use of a rural building; or**
- b) it is an extension or replacement of existing serviced accommodation.**

Land west of Little Walden Road Saffron Walden

- 7.8. Saffron Walden is the focal point for the northern half of the district yet it is deficient in a number of leisure and cultural amenities. The town lacks a modern Arts and Community centre. The existing venue of the Town Hall which was built in 1879 and is a listed building which restricts alterations, provides a level of accommodation below modern expectations. Secondly Saffron Walden has a longstanding problem of inadequate provision of playing fields, and does not meet the National Playing Fields Association standards.
- 7.9. A site west of Little Walden Road, Saffron Walden, close to the Town Centre, has been identified to provide a mixed development consisting of a community centre, playing fields and associated car parking. A Master Plan will be prepared in consultation with the Town Council, residents, and local sports clubs to identify the juxtaposition of uses, and the type of playing fields needed.

Policy LC6 - Land West of Little Walden Road Saffron Walden

A site west of Little Walden Road, Saffron Walden has been identified to provide a community centre and playing fields as part of a mixed development scheme as proposed by Policy SW7.

8. Retailing and Services

8.1. The policies in this section have the following objectives:

- To sustain and enhance the vitality and viability of Saffron Walden as a principal shopping centre, of Great Dunmow as a smaller town centre, and of the local centres of Stansted Mountfitchet and Thaxted;
- To promote mixed use commercial developments in these centres;
- To focus retail and mixed use commercial developments in locations that maximise the opportunities to use means of transport other than the private car;
- To prevent further loss of retail and other services in rural areas.

Town and Local Centres

8.2. This policy is intended to enable development appropriate to the character of the four centres. Their health as retail centres was somewhat fragile in 2000 and vulnerable to loss of trade. This Plan allows for extensions to existing shops and for opportunities to develop small units, which could meet the need for additional retail floorspace as a consequence of available expenditure within the centre's catchments or improved shopping environments for consumers, albeit not in large stores because of an absence of suitable sites within centres or in edge of centre locations. Local centre partnerships will be encouraged to help promote the centres. Government and county structure plan policy is that retail and other town centre uses attracting large numbers of people should be located in town centres.

Access to Retailing and Services

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

Policy RS1 - Access to Retailing and Services

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

Policy RS2 – Town and Local Centres

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

- a) It maintains or enhances their role as retail and service centres;
- b) It does not harm their historic and architectural character;
- c) It contributes to the diversity of retail and other commercial activity;

- d) **It does not result in significant loss of houses or flats in the centres;**
- e) **It does not prejudice the effective use of upper floors as living or business accommodation.**

Retail and other Facilities in the Rural Areas

- 8.4. Local facilities in the villages are vital to many residents and are an important feature of rural life and they also contribute to the tourism economy. The planning process cannot ensure that a business stays open but it can provide a framework for considering proposals to change the use of a shop or pub to a dwelling, for example. It is important that communities make good use of local facilities to make a sound case for refusing changes of use and the Council will encourage community run schemes.
- 8.5. The property is required to have been advertised for sale at a realistic price for a minimum of 12 months. A 'realistic price' is one at which the property might be expected to sell if it were to continue in its present use (and without the benefit or prospect of permission for a change of use to some other purpose, such as private dwelling).

Policy RS3 – Retention of Retail and other Services in Rural Areas

Change of use of community facilities such as shop, post office, public house, garage, doctors/dentist surgeries and village halls will only be permitted where it can be demonstrated that:

- a) **The facility is no longer financially viable**
- b) **There is no significant demand for the facility within that locality or;**
- c) **Equivalent facilities in terms of their nature and accessibility are available or would be made available nearby**

9. Transport and Telecommunications

9.1. The policies in this section have the following objectives:

- To facilitate the improvement of the transport and telecommunications network.
- To protect the character of the countryside from inappropriate transport and telecommunications development.

Other transport issues are dealt with by the General Planning Policies.

Transport Improvements

9.2. There are three major schemes proposed during the plan period requiring land outside the existing highway. They will be supplemented by other proposals identified through the Essex Local Transport Plan and the Uttlesford Transport Strategy. These will include facilities for cyclists, pedestrians and users of public transport. The Essex Local Transport Plan is developed in partnership with the Borough and District Councils of Essex, major transport operators and infrastructure providers. Uttlesford Council is a member of the steering group which is assisting in the preparation of the new Essex Local Transport Plan 2006 to 2011.

Policy T1 – Transport Improvements

The following transport schemes are proposed:

- **The new A120 Stansted to Braintree**
- **M11 – Airport slips at Junction 8 Birchanger Roundabout**
- **Great Dunmow North West Perimeter Road**

Land shown on the proposals map is safeguarded for the construction of these schemes.

Uttlesford Transport Strategy

9.3. The Council's Transport Strategy published in 2001 highlighted the following key issues:

- Uttlesford has above average levels of car ownership compared to both Essex and Great Britain as a whole. These levels are likely to continue to increase. Promoting greater use, and better coordination of public transport is a real challenge in a rural area.
- There are key areas that should be targeted for greater public transport use, in particular Stansted Airport.
- Commuting to work beyond Uttlesford is significant because of London and other accessible large centres beyond its boundaries. Retention of local employment opportunities and support for home working are important.

- Congestion occurring on the existing A120 will cease when the new road is built and open to the public. At that time opportunities will exist to introduce traffic management in communities on the existing route and public transport express services between centres in and beyond Uttlesford.
 - Lorry traffic on some country lanes and in some historic towns and villages is intrusive. Weak bridges in some strategic locations exacerbate this situation. These need to be strengthened as a priority
 - Uttlesford has a higher than average accident rate for its population compared to other Essex districts. Reducing speed and introducing traffic management should be a priority.
 - There are a variety of existing community travel initiatives in the District. These should be examined to establish if opportunities exist to coordinate them better and to connect them with other public transport services.
 - There are opportunities to develop useful cycle routes in and around Saffron Walden and Great Dunmow. Essex County Council has produced an overall plan, the “Uttlesford Cycle Network Plan”. This is being implemented during the plan period.
 - There are opportunities to introduce School Travel Plans during the plan period, particularly in relation to the new schools to be built in association with new developments along the A120 axis.
 - Road and air traffic will continue to grow in the next 5 years and it will be vital to monitor potential air and noise pollution.
- 9.4. In response to these issues the Local Plan's development strategy and policies aim to locate and design new sites for development that encourage modes of transport other than the car. Policy GEN1 specifically requires the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired to be taken into account in the design of development sites. Policy GEN 8 applies appropriate car parking standards which include minimum cycle spaces and maximum vehicle spaces.

Roadside Services and the New A120

- 9.5. There are services at Birchanger Roundabout offering a wide range of facilities, at Braintree on the A120 east of the district and at the South Gate site which is part of the Stansted Airport development.

Policy T2 – Roadside Services and the new A120

Roadside services on the new A120 alignment will not be permitted unless there is an over-riding need on the part of road users.

- 14.2. Access arrangements and off site traffic management measures should seek to minimise vehicular movements to and from the development passing through Felsted Village
- 14.3. The site consists of naturally occurring sands and gravels overlying clays together with man made ground, which consists of general builders' rubble, soils from the settlement lagoons and lime from the processing of the beet. A programme that renders the land suitable for construction and destroys the conditions that can permit the generation of methane and carbon dioxide has been agreed and will need to be fully implemented.

Oakwood Park Local Policy 1

The Oakwood Park site, formerly the Felsted Sugar Beet Works, defined on the Inset Map, is proposed for comprehensive residential and associated development of 810 dwellings.

The following criteria must be met:

- a) **The development provides for a mixed and balanced community;**
- b) **It provides for a local centre incorporating community facilities, suitable shopping, and a primary school, satisfactory open space and sport and recreation facilities.**
- c) **It provides for substantial landscaping both within and beyond the development boundaries to complement the layout and arrangement of buildings and to create a broad landscaped swathe beside the River Chelmer and Stebbing Brook.**
- d) **The development is designed to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact.**

Development will need to be implemented in accordance with the Master Plans and design guidance approved by the Council. Implementation of the Master Plan proposals will be regulated by legal agreement in association with the grant of planning permissions.

15. SAFFRON WALDEN INSET

- 15.1. Saffron Walden is one of the finest examples of a market town in the East of England. It is of the highest environmental quality with pleasant shopping streets, open spaces and numerous historic buildings, which attract many tourists.

Traffic

- 15.2. Traffic in Saffron Walden is a significant problem with its historic street pattern, restricted carriageway widths and junction geometry posing particular problems for heavy goods vehicles. At various times during the day the existing road system is unable to cope with the number of trips being made. This can result in delays, disturbance to the occupants of buildings close to the affected roads and a reduction in the quality of the environment for pedestrians. Further traffic management measures are envisaged during the plan period, to be identified through the Essex Local Transport Plan and Uttlesford Transport Strategy. These will include facilities for pedestrians, cyclists and users of public transport. The Uttlesford cycle network plan contains a proposal for a cycle route between Audley End station and Saffron Walden. Detailed proposals are being formulated and it is likely that this will be implemented within the Plan period.

Retailing

- 15.3. Saffron Walden is the most important shopping centre in the District. The range of shops and retail floorspace (1,890 square metres net convenience goods, 11,567 square metres net comparison goods) in 2001 means that the town caters for some durable goods requirements as well as weekly food shopping. There is a food store at the edge of the town. People look to sub-regional centres like Cambridge for other durable goods needs. Saffron Walden has evolved recently as a centre for speciality outlets.
- 15.4. Shops are concentrated in parts of the historic core, particularly King Street, the northern and western sides of Market Place and the central sections of High Street, George Street and Hill Street. Retail uses are generally accommodated in nineteenth and twentieth century buildings and older Listed Buildings. In view of the fragility of the centre's retail health and the strength of the local housing market, a policy is needed to protect retail uses. In order to maintain the vitality of the centre, conversion of upper floors to residential use will be supported.

Policy SW1 - Town Centre

The town centre is defined on the proposals map inset. Change of use of the ground floor of existing shops, restaurants, public houses and hot food take-aways to residential uses will not be permitted, unless both the following criteria are met:

- a) **The existing use is surplus to current and foreseen future requirements; and**
 - b) **The property has been widely advertised for at least six months on terms reflecting its use.**
- 15.5. Policy RS2 will apply to the town centre. The Council will work in partnership with others to explore ways of bringing forward sites with potential for retail development such as the sites occupied currently by

the fire station in Hill Street which is close to the town centre food store and the Faircroft Road car park.

Residential Development

- 15.6. There are a number of sites within the built up area of the town that have potential for redevelopment as housing.

Raynhams, and Braybrooke Gardens/ Jordan Close

- 15.6.1. These sites had not been completed at April 2000. The latter site was partly complete. The 34 homes in the policy below were the balance to be completed. The site area includes the completed dwellings.

Land East of Thaxted Road

- 15.6.2. This 2.11 hectare site includes haulage contractor's depots, workshops and scrap metal merchants. These uses are interspersed with existing housing along the Thaxted Road frontage. They are not good neighbours. Their removal and residential development in this area would represent a planning gain. The total capacity of the site is 110 dwellings. The site falls within a number of different ownerships but the Council's aim is to secure a comprehensive development over the whole site. Access and traffic generation are important considerations and the number of dwellings, which can be accommodated on the areas without planning permission, will be towards the lower end of the Government's recommended density range.

- *Harris' Yard and the Allotment Site*

These two sites total 1.05 hectares and permission has been granted for 72 units in total. The approved scheme provides for access to the Jossaume Depot site to the north.

- *Jossaume Depot*

This 0.7 hectare site has a capacity of 25 dwellings

- *Paxton Depot*

This 0.36 hectare site has a capacity of 13 dwellings.

Land at West Road

- 15.6.3. This commercial site generates traffic in a part of the town where tight junction geometry poses problems for heavy goods vehicles. The commercial use is an inappropriate neighbour to adjoining houses and residential development and relocation would represent a planning gain. It is proposed that the net housing density should be at least 30 dwellings per hectare.

Printpack site, Radwinter Road

- 15.6.4. This site is an unused triangle of land to the east of the adjoining factory. Planning permission has been granted for 80 homes on this site.

Land at Bell College

- 15.6.5. This site, which is within the grounds of the college currently used as a language school, has planning permission for a scheme that includes informal open space, a sports pitch, an all weather multi purpose games area and changing facilities. These facilities are intended to compensate for the loss of the playing fields involved in the development. The number of dwellings proposed reflects the planning permission. The site area only includes the housing and the informal open space

Policy SW2 - Residential Development within Saffron Walden's Built Up Area

The following sites, identified on the proposals map, are proposed for residential development.

Site	Site area	Minimum capacity
Raynham's, High Street	0.26	12
Braybrooke Gardens and Jordan Close, Station Street	1.07	34
Land east of Thaxted Road	2.12 ha	110
West Road	0.48 ha	17
Land at Printpack site, Radwinter Road	1.25 ha	80
Land at Bell College	1.4 ha	23

These will be supplemented by other sites, within the development limit, which will be generally small in scale and are not specifically identified on the Proposals Map.

- 15.7. Land to the south of Ashdon Road with a total area of 4.4 hectares is identified for housing. Development of 75 dwellings will be permitted within the plan period. Development of the remainder of the site to provide a further 75 dwellings will only be permitted if monitoring of the residential land supply identifies a shortfall of housing land to meet the requirements set out in Policy H1. The layout of dwellings on the site will be determined by the requirement to maintain a buffer zone between the housing and the Ashdon Road Fuel Storage site in consultation with the Health and Safety Executive. Supplementary Planning Guidance will be prepared in respect of the phasing and development of the site.

Policy SW3 - Land South of Ashdon Road

A site of 4.4 hectares to the south of Ashdon Road, identified on the proposals map is allocated for residential development of up to 150 units. The reserve housing element of up to 75 units will only be permitted in accordance with Policy H2.

Industry, Commerce and Employment

- 15.8. Retailing, professional and financial services, education and administration are significant employers in the town but a wide range of other industrial and commercial activities are represented. These uses are located in a zone running from Thaxted Road and Shire Hill through to Ashdon Road to the east of the town. There is also a number of freestanding factories, workshops and yards scattered throughout the older residential areas of the town.

Proposed Development for Employment Uses

- 15.9. This Plan identifies 1.0 hectares of employment land adjoining Saffron Business Park, Elizabeth Close. It is proposed as a site for further development to accommodate businesses falling in Class B1, light industrial, offices or research and development facilities.

Policy SW4 Land adjoining the Saffron Business Centre

A 1.0 hectare site identified on the proposals map inset is proposed as an employment site for uses falling within Class B1. Development will be permitted if it includes appropriate measures for landscaping and amenity protection.

- 15.10. The redevelopment of a number of small employment sites for housing is proposed in this Plan. Partly to compensate for the loss of these sites, 3.76 hectares of land at Thaxted Road is proposed for employment uses. The prominent sloping field adjacent to the site is retained as an open buffer between housing in Eastby Close and Rylstone Way and the proposed development. Substantial planting would need to be provided by the developer around this site. The site area excludes some existing employment uses.

Policy SW5 – Thaxted Road Employment Site

A 3.76 hectare site at Thaxted Road is proposed for employment uses. Development will be permitted if it includes appropriate measures for landscape and amenity protection including existing public rights of way.

- 15.11. The larger existing employment areas in the town will be safeguarded from redevelopment or change of use to other land uses. Policy E2 will apply.

Policy SW6 – Safeguarding of Existing Employment Areas

The following existing employment areas are identified on the proposals map as key employment areas.

<i>Existing employment area</i>	<i>Area (ha)</i>
Ashdon Road Commercial Centre	12.83
Printpack factory	2.00

Radwinter Road	
Shire Hill Industrial Estate	11.25
SIA factory Radwinter Road	3.00
Thaxted Road	2.10

Community facilities

- 15.12. A shortfall of playing fields has been identified in the town. There is also a need for a community/arts centre. A site has been identified at Little Walden Road to provide a mixed development consisting of a community centre, playing fields and associated car parking. The site will also accommodate an element of affordable housing associated with the development of the Ashdon Road housing site. There is an area of high flood risk associated with the Slade watercourse on the western boundary of the site. No built development should be located within the flood risk area and development must be in accordance with advice in PPG25 and discussion with the Environment Agency.

Policy SW7 - Land West of Little Walden Road

Land at Little Walden Road identified on the proposals map (5.2ha) is allocated for a community centre, playing fields and up to 15 units of affordable housing. Development of the site will be subject to the approval of a Master Plan setting out location of the various uses and Flood Risk and Traffic Impact Assessments.

16. STANSTED AIRPORT INSET

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

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