

**Uttlesford Core Strategy - Preferred Options Consultation,
November 2007**

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Introduction 1

Introduction

1.1 This document follows the consultation carried out by the Council earlier this year on the Policy Choices and Options for Growth in planning for the future development of Uttlesford. In the last consultation the Council set out and tested a number of options for policies and proposals and housing growth. This document now sets out for further consultation the Council's preferred options for the policies together with four options for housing growth including the council's preferred option in accordance with Regulation 26 of the Town and Country Planning (Local Development) (England) Regulations 2004. Your comments on this document will help the Council prepare the final Core Strategy that will be submitted to the Government in the spring of 2008.

1.2 Uttlesford is a rural district which faces a number of pressures for development including new housing and the growth of Stansted as a two runway airport. The challenge is to plan for this development in a sustainable way so that it meets the needs of current and future generations while protecting people's quality of life and the local and global environment. In accordance with the Regulations a Sustainability Appraisal Report is being published with this document and is available at the council offices and on the council's website at www.uttlesford.gov.uk

1.3 If you have any questions about the consultation please contact the Planning Policy Team on 01799 510461 or 01799 510454. If you would like a copy of this document in Braille, large print or another language please contact the Customer Care Manager on 01799 510467.

How You Can Make Your Comments

If you have any comments on this document you can make them in the following ways;

On-line:

1.4 The most efficient way for the Council to deal with your representation is for you to make it on the on-line system. The Council is using an on-line consultation system called Limehouse and there are a number of benefits in registering on Limehouse and responding on-line.

- You can enter your comments as you read through the document by using electronic links within the document
- You can view comments made by other people once they have been classed as "duly made"
- If you are an agent you can make separate comments for each of your clients
- You can receive automatic e-mails informing you when new documents are available for consultation
- You can update your own contact details
- Reading and responding on line saves paper.

1 Introduction

1.5 To register on the online system please go to <http://consultation.limehouse.co.uk/uttlesford> or go to the Uttlesford website at www.uttlesford.gov.uk and follow the links. If you have registered on the system before you do not need to register again - you can use the same username and password.

Comments Form:

1.6 There is a downloadable comments form on the website or you can get a copy from the council offices. You can complete this and either e-mail to planning@uttlesford.gov.uk or send to:

The Policy Team,
Uttlesford District Council
Council Offices
London
Essex
CB11 4ER

Letter:

1.7 If you would prefer to send a letter please make sure that you set out clearly the parts of the document that you are supporting or objecting to, the reasons for your support/objection and if you are objecting what changes you would like to see to the document. The letter should be sent to the address above or e-mailed to planning@uttlesford.gov.uk

However you choose to make your comments to be considered "duly made" and included in reports of the consultation they must be received by Friday 11th January 2008

Purpose of this Document

1.8 The Core Strategy is one of the key documents in the new Local Development Framework for Uttlesford and the first development plan document to be prepared. It will set out the long term vision and objectives for the district including broad policies for steering and shaping development and identifying broad locations for new housing growth as well as defining areas which should be protected. The other two development plan documents the Council will be preparing on development control policies and site allocations will have to be consistent with the Core Strategy. The programme for the preparation of the Core Strategy is set out in the Local Development Scheme which is available on the Council's website (www.uttlesford.gov.uk).

1.9 This document sets out the Council's preferred options for the future development of the District. In preparing this document the Council has taken into account the comments received on the Policy Choices and Options for Growth consultation earlier this year. A summary of the comments received is available on the Council's website. This is not the final Core Strategy - comments received on it will help the Council to prepare the final Core Strategy to be submitted to the Government in Spring 2008.

Introduction 1

1.10 This document sets out the proposed vision for the district and the Council's preferred policy framework for achieving this vision. It also sets out four possible options for delivering the housing growth that will be required in the District up to 2024 and explains why some of the original options examined in the Policy Choices and Options for Growth consultation have now been discounted.

How we Reached This Stage

1.11 Regulation 25 of the Town and Country Planning Regulations Act 2004 requires the Council to undertake consultation on all development plan documents with specific consultation bodies and general consultation bodies as they feel appropriate. In relation to the Core Strategy the District Council has carried out consultation with the community and stakeholders in line with the Statement of Community Involvement which the Council adopted in July 2006, following independent scrutiny by a planning inspector.

1.12 So far the Council has carried out the following main stages of consultation.

- Workshops - In April 2006 facilitated workshops were held in Saffron Walden, Great Dunmow and Stansted Mountfitchet
- Questionnaire - This was based on information gathered at the workshops. It was sent out in July 2007 with the Council's Magazine -Uttlesford Life to all homes and businesses within the District.
- Policy Choices and Options for Growth Consultation document (February 2007)
- Survey of Town and Parish Councils via Area Panel meetings (July 2007)

1.13 In addition, officers of the Council have attended meetings and received information from a wide range of interested groups and organisations. Responses from the key consultations are available on the council's website www.uttlesford.gov.uk.

Key Issues

1.14 Through the consultation that the Council has carried out so far the following have emerged as the key issues for the Core Strategy.

- Maintaining the historic and rural character of the district
- Delivering affordable housing and providing a mix of house types and tenure
- Providing employment opportunities locally
- The expansion of Stansted Airport is seen as a major threat to the character of the District. The Council is opposed to a second runway at the airport but there is a national policy framework which supports the expansion of Stansted to a wide spaced two runway airport.

2 The Vision

2.1 The Core Strategy should set out the spatial vision for Uttlesford. The following vision has been developed through consultation and forms the basis for the objectives and the policies and options for growth which follow.

The District Vision

By 2021...

- Uttlesford will enjoy a sustainably high quality of life in which the benefits of the unique character of the district are equally available to all residents, workers and visitors.
- Facilities will exist for companies to grow in Uttlesford
- There will be convenient, comfortable, safe and affordable alternatives to private transport, whether by bus or rail serving the settlements of Elsenham/Henham, Great Dunmow, Great Chesterford, Newport, Saffron Walden, Stansted Mountfitchet, Takeley and Thaxted and the regional interchange centre of Stansted Airport.
- A network of footpaths and cyclepaths will exist throughout the District
- The houses and facilities people need will be available and affordable locally
- New housing developments have been concentrated on relatively few sites to enable the provision of the maximum level of public service infrastructure.
- Our countryside, its habitats, agricultural, cultural and visual qualities will be protected and accessible to all
- The local distinctiveness and historic character of our towns and villages will be preserved and enhanced and they will continue to be separate entities with green space between them
- The district's high quality natural and historic environment and richness in biodiversity will have been maintained and environments requiring improvement will have been enhanced.
- The vitality and viability of our towns will have been maintained and enhanced and they will be safe, clean and attractive places.
- All development will be as close to carbon neutral as possible
- Water supplies and demand will have been managed to a sustainable balance
- The impact of Stansted Airport will have been minimised so that its presence is recognised as an asset to the district which attracts people to live, work and visit
- There will be accessible, high quality health services and effective promotion of healthy living will mean that healthy lifestyles are available to all.

National, Regional and Local Context 3

3.1 The Core Strategy must be consistent with national and regional planning policy. The Core Strategy must also have regard to the community strategy and other local and regional strategies and initiatives. The key documents are listed below.

National Policy

3.2 National Policy is set out in a wide range of strategies, legislation, Planning Policy Guidance and Statements, circulars and other guidance published by the Government. The Council needs to take all relevant advice into account in preparing the Local Development Framework. The key Government strategies include:

Planning Policy Statement 1 (PPS1) - Delivering Sustainable Development

3.3 PPS1 sets out the main aims for delivering sustainable development through planning which facilitates and promotes inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside and existing communities;
- ensuring high quality development through good and exclusive design and the efficient use of resources and,
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

Sustainable Communities - Building for the Future 2003

3.4 The Communities Plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. Uttlesford is within the London-Stansted-Cambridge Peterborough corridor identified as an area which has experienced substantial economic growth underpinned by clusters of some of the UK's most successful businesses in biotechnology, life sciences and ICT/software and a rapid increase in the use of Stansted Airport. However, along with the economic prosperity and growth, housing pressure along the corridor is intense with significant shortages of affordable housing. Transport improvements are seen as an important part of the development of the growth area.

National Air Transport Policy

3.5 The Government priority as set out in the Air Transport White Paper published in 2003 is to make the best use of the existing runway at Stansted. There is also Government support for the development as soon as possible of a wide spaced second runway at Stansted.

3 National, Regional and Local Context

Housing Green Paper - July 2007

3.6 The housing green paper sets out the Governments proposals to increase the supply of homes and also to deliver homes which are built to high standards in terms of design and environmental impact, which are part of mixed communities with good local facilities. New settlements should be attractive places with good quality neighbourhoods and green public spaces that help to create healthy communities. They must provide good local infrastructure including transport, schools and healthcare. The Eco Towns prospectus also published in July 2007 suggests new towns of at least 5,000 homes would exploit the potential to create a new zero carbon settlement and more sustainable living using the best new design and architecture.

Regional Policy

Regional Strategies
Regional Spatial Strategy -East of England Plan
Regional Cultural Strategy 2005/2006
Framework for Regional Employment and Skills Action
Regional Health Strategy 2005-2010
Regional Social Strategy
Regional Housing Strategy 2005-2010
Regional Environment Strategy 2003
Regional Economic Strategy

Table 3.1 Regional Strategies

3.7 All these documents are available on the Go-East website at www.go-east.gov.uk. The East of England Regional Assembly produced an Integrated Regional Strategy for the East of England in 2005 called Sustainable Futures. This identified key issues for the region. These included housing delivery and making new and expanded communities sustainable; conflict between the demand for travel and the need for infrastructure improvements; labour shortages; deprivation and access to services including health; access to housing, jobs and services in rural areas; using resources sustainably and pressure on biodiversity and the fragmentation of habitats.

Regional Spatial Strategy - The East of England Plan

3.8 The East of England Plan is the Regional Spatial Strategy for the East of England. It covers the period to 2021 but sets a vision, objectives and core strategy for the longer term. It seeks to reduce the region's impact on, and exposure to, the effects of climate change and to put in place a development strategy with the potential to support continued sustainable growth beyond 2021. The public examination into the Draft Plan was held between November 2005 and March 2006 and the Secretary of State's proposed changes were published in December 2006. The final RSS is due to be

National, Regional and Local Context 3

adopted/published early in 2008. The East of England Regional Assembly is undertaking a single issue review of the East of England plan to identify the number of Gypsy and Traveller pitches that are required across the East of England.

3.9 The Uttlesford Core Strategy will have to be in general conformity with all the relevant policies in the RSS but the policies and proposals which affect Uttlesford directly are:

- Supply of 8,000 new homes for Uttlesford up to 2021 with a requirement to plan for housing delivery for 15 years from the date of adoption of the Core Strategy at a rate of 430 homes a year
- Achievement of job growth contributing to meeting the target of 42,000 jobs for Uttlesford, Harlow, Chelmsford, Braintree and Maldon
- Development of Stansted Airport to be informed by the 2003 Air Transport White Paper
- Hatfield Forest is identified as an asset of regional significance for the retention, provision and enhancement of green infrastructure
- The Cambridge Sub-Region is an area which should continue to develop as a centre of excellence for higher education and research. Saffron Walden is in this sub-region.
- London to Stansted corridor including access to Stansted Airport is identified as an area likely to come under increasing transport pressure where further study is required.
- The Issues and Options stage of the Gypsy and Traveller site review identifies 12 new pitches may be required in Uttlesford under option 1 and 15 under option 2.

County Strategies

Community Strategy

3.10 There is a community strategy for Essex called Shaping the Future of Essex 2004-2024. A sustainable community strategy for the County is now being prepared.

The Essex Local Transport Plan

3.11 One of the key issues for Uttlesford is that the rural nature and the dispersed population makes it difficult to operate cost effective conventional public transport. The Essex Local Transport Plan 2006/2011 has the following objectives:

- Tackling congestion
- Delivering accessibility to key services
- Creating safer roads
- Promoting better air quality
- Enhancing maintenance

3.12 In Uttlesford this means include improving access to the airport, addressing air quality and congestion issues in Saffron Walden, encouraging passenger transport alternatives and improving local and strategic cycle routes.

3 National, Regional and Local Context

3.13 The **Essex Schools Organisation Plan** and the **Essex Biodiversity Action Plan** are among the other County Strategies which have been taken into account.

Local Strategies

Uttlesford Community Strategy

3.14 The Local Strategic Partnership (LSP) for Uttlesford is called Uttlesford Futures. This partnership brings together representatives from the key public and voluntary sector agencies, private sector bodies and community representatives to identify and address issues to improve the quality of life in the district. The first community plan "Shaping the Future of Uttlesford" was published in 2002 and Uttlesford Futures are now working to prepare a Sustainable Community Strategy for the District. A stakeholder workshop was held in October 2007 and wider community consultation will take place in November to take forward the Sustainable Community Strategy under the following themes

- Feeling Safe
- Staying Healthier and the Young at Heart
- Children and Young People Matter
- Developing Business and Bringing Prosperity
- Learning and Skills we need for Life
- Where we Live
- Getting Around
- Getting on Well Together

3.15 The District Council also has produced the following strategy and policy documents:

Uttlesford Local Strategies
Uttlesford Community Safety Strategy 2005 -2008
Municipal Waste Management Strategy 2005
Homelessness Strategy 2003-2008
Equalities and Inclusion Policy 2007
Housing Strategy Statement 2004-2007
Climate Change Strategy 2007

Table 3.2 Local Strategies

District Profile 4

4.1 The Local Development Framework is based on a thorough understanding of the needs, constraints and opportunities within Uttlesford and how it relates to a wider area. The key statistics below give a "snapshot" of the sort of place Uttlesford is.

Key Statistics

Population

- Population of Uttlesford - 71,400 (Office of National Statistics, Mid Year Estimate -2006)
- 76.2% of households are owner-occupied (2001 Census)
- Average household size 2.46 (2001 Census)
- Single persons households make up 9.9% of the district total (2001 Census)

Economy

- Excluding the self employed, those on government training schemes and HM forces in 2005 there were 33,700 jobs in Uttlesford (NOMIS)
- In common with Essex and the East of England most of these jobs were in the service sector - 22.8% were in distribution, hotels and restaurants and 20.8% were within the transport and communications sector (NOMIS)
- 12% of the resident district workforce commute to London (2001 Census)
- 45% of people working within the district live outside the area (2001 Census)
- 13% of the resident district workforce work from home (2001 Census)

Deprivation – Index of Multiple deprivation 2004

- Uttlesford is the third least deprived District in the East of England
- The most deprived areas in Uttlesford have problems with accessing services

District Character - 2007

- There are 3751 listed buildings and 34 Conservation Areas in the district

4 District Profile

House Prices - 2006

- The average house price in Uttlesford in April - June 2006 was £287,111, significantly higher than the Essex average of £210,878
- The ratio of average house price to average income for Uttlesford is 12.16, above the average for England and Wales 8.25: (Nov '06)

Car Ownership - 2001 Census

- 52% of households have 2 or more cars or vans compared to 37% for Essex as a whole, but 12% of households have no car.
- 66% of residents commute to work by car.

Evidence Base

4.2 The Core Strategy is based on a full assessment of current and future local issues and needs. The full list of studies and other work which makes up the "evidence base" is listed in Appendix 2. Some of the main issues from the key studies are highlighted below. All the studies listed below are available on the Council's website.

Uttlesford Housing Needs Survey Update

David Couttie Associates Ltd 2004

4.3 The annual shortfall of affordable homes is 570 a year and this figure is likely to grow each year as the level of demand continues to exceed the number of units being built. At the time of the survey the average delivery over the previous three years had been 29 units a year although this was expected to increase. The increase in average house prices for flats and terraced houses have excluded a large proportion of "first time buyers" from the owner occupied market. The overall target for affordable housing should remain at 40% the biggest need is for social rented units. Around a third of the provision should be low cost market housing provided it is delivered at a cost below the cheapest entry level costs in the general market and would be available on a similar basis to subsequent purchasers.

Appraisal of Employment Land Issues

Public and Corporate Economic Consultants (PACEC) March 2006

4.4 The general quality of employment land across Uttlesford was found to be relatively good with a range of sites and premises providing a diverse offer for the market. A company survey highlighted cost issues as the main constraint to business development in terms of premises, supplies and labour. A high proportion of established indigenous businesses in Uttlesford face increasing pressure from external competition and outside market forces. With the assumption that the demand from the growth of the expanded Stansted Airport is met within the airport boundary employment across Uttlesford is

District Profile 4

forecast to increase by 6,200 jobs between 2001 and 2021 representing an increase in demand for land of between 14.0 and 24.9ha. An appraisal of all identified employment land and proposal sites suggests that, if the right conditions are met, up to 5ha of existing employment land could be released for a change of use - likely to be a mixture of housing, retail and commercial uses

District Retail Study

Hepher Dixon, December 2005

4.5 The three main centres are healthy, trading well with relatively low vacancy rates but there are large leakages of expenditure to nearby centres like Cambridge and Bishop's Stortford, especially for comparison shopping. There is capacity for approximately 8,700m² gross of additional comparison shopping in Saffron Walden and 1,900m² in Great Dunmow by 2013. For convenience shopping for the District as a whole there will be a requirement for a further 1,400m² gross by 2013. All the existing centres have limited physical potential for expansion.

The Greenspace Audit

Uttlesford District Council, December 2005

The greenspace audit showed that based on the National Playing Field Association (NPFA) standards all but two of parishes within the District has a shortfall of playing space provision. The three main towns, Saffron Walden, Great Dunmow and Stansted, all have a shortfall of children's playing space and outdoor sports provision. Saffron Walden has the largest shortfall of 23.2ha.

Historic Settlement Character Assessment

Uttlesford District Council, August 2007

4.6 The study looked at key settlements with historic centres where developers had registered some interest. The settlements were Great Chesterford, Great Dunmow, Henham, Newport, Saffron Walden and Stansted Mountfitchet. The study concluded that the opportunities for additional greenfield development that would not have a detrimental effect and diminish the sense of place and distinctiveness of these settlements were limited. There were relatively few locations on the edges of settlements where development would not impact significantly on historic settlement character.

Strategic Flood Risk Assessment

JBA Consulting 2007

4.7 The Flood Risk Assessment shows that all the options that the Council has considered can be accommodated on land outside the flood risk area (i.e. in Zone 1) - this complies with guidelines in PPS25 Development and Flood Risk. The potential of development to increase flood risk within the District varies depending on the chosen option and the extent to which the risk can be mitigated by Sustainable Drainage Systems and other measures.

5 Policy Framework

Core Policies

5.1 Following on from what we know about the District and the views that have been expressed during the consultation, this section of the Core Strategy looks in more detail at the strategic objectives and the policy framework which will be needed to deliver the Strategic Vision. Where a choice has been made in coming to the preferred policy approach, the alternative approach that has been discounted by the Council is also included for comment.

Theme 1 - Economy and Employment

5.2 Uttlesford is an affluent area with a highly educated population. Unemployment is currently less than 1%. The key issues for the Core Strategy are:

- high levels of out-commuting from the district leading to pressures on the infrastructure;
- some businesses expressing problems expanding within the district;
- equality and diversity issues, e.g. disabled people in rural areas having difficulties accessing jobs;
- many businesses have difficulty recruiting people with certain skills, caused by a number of factors including the high cost of living within the district;
- local people want access to services/businesses in this area but businesses may find it too expensive or come up against other problems in locating here.

5.3 The Council's preferred approach in response to these issues is to safeguard existing employment land (including proposals for mixed use developments). It will allocate additional employment land in the key centres and in association with potential areas of housing growth, and support the growth of firms in the District including the demands from firms which need to be close to Stansted Airport. The Core Strategy objectives are:

Objective 1

Employment Growth

To support a local economy which retains and encourages growth of existing and new employers by providing enough land and premises of the right type and in sustainable locations that will meet the anticipated needs and aspirations of businesses.

Objective 2

Employment Opportunities Related to the Airport

To provide opportunities for catalytic employment growth related to the airport

Policy Framework 5

POLICY E1 - EMPLOYMENT STRATEGY

5.4 Policy E1 below sets out the policy for the Council's preferred employment strategy. In relation to the growth and relocation of existing firms, the Council is suggesting an approach which would allow new sites to be permitted where certain criteria are met. It has discounted the alternative: identifying specific relocation sites, which might not be taken up if they do not meet the requirements of firms at the time.

Policy E 1

Employment Strategy

New and existing employment will be supported by:

- Safeguarding land within Stansted Airport for operational and directly associated airport employment as set out in the RSS.
- Safeguarding existing employment sites where they remain appropriate in sustainability terms.
- Supporting alternative work practices which reduce the need to travel, including working from home
- Identifying 25ha of additional employment land in site allocations DPDs in the following locations;
 - Allocating land in DPDs at Saffron Walden for B1 development.
 - Allocating land in DPDs for B2/B8 industrial/warehousing close to the M11 and Stansted
 - Allocating land in DPDs for B1 research and development in the Cambridge Sub-Region
 - Allowing the relocation and growth of firms to take place on sites beyond development limits. Sites will need to be justified and assessed against sustainable policy criteria set out in other DPDs

Theme 2 - Getting Around

5.5 Car ownership and use within the District is relatively high. In this rural area it is accepted that the car will continue to play an important role but it is important to make sure that development is accessible by public transport and by walking and cycling if we are to make development more sustainable and reduce car use. The Core Strategy objectives are:

5 Policy Framework

Objective 3

Reducing Car Travel

To reduce the need to travel by car, promoting realistic alternatives to the car and locating new development so that journeys can be reduced and residents and employees can access public transport, but recognising the continuing role that the car has in meeting transport and accessibility needs in this rural area.

Objective 4

Walking and Cycling

To protect and improve existing cycle routes and footpaths. To provide new routes as part of new developments which will improve network connectivity making it easier for people to walk and cycle

POLICY GA1 - ACCESSIBLE DEVELOPMENT

5.6 New development will be focussed in locations with good accessibility in order to reduce the need to travel by car and include provision for cycle and footpath links to new and existing facilities. Policies for detailed measures to reduce car use such as travel plans and demand responsive travel options like taxi buses and car pools will be included in the site specific and development control DPDs.

Policy GA 1

Accessible Development

New development should be accessible by public transport, and support means of transport other than the car with high quality pedestrian and cycle links to services and facilities

Theme 3 - District Character

5.7 The character of Uttlesford is defined by market towns and small villages in a rural, mainly agricultural landscape. This character is valued by residents and visitors and it has been expressed strongly through all the consultation stages undertaken so far that it should be maintained and the countryside protected.

Policy Framework 5

5.8 The main issue under this theme is to provide the homes and other facilities to meet people's needs in a sustainable way that gives the highest levels of protection to the countryside, and the historic environment so that the essential character of Uttlesford is retained and where desirable enhanced.

Housing

5.9 The district housing requirement is set out in the East of England Plan. This requires the District to make a minimum dwelling provision of 8000 homes between 2001 and 2021 and to plan for a continuous delivery of housing for at least 15 years from the date of adoption. The Council's preferred strategy for delivering the housing to meet this requirement is set out in more detail in the spatial strategy and policy H2 below. In meeting the requirement it is important that a range of house types and tenures is provided to meet needs and achieve more balanced communities. An important element of developing sustainable communities will be the delivery of the necessary infrastructure to support them. The Core Strategy objectives are:

Objective 5

Meeting Housing Needs

To meet the housing requirement for Uttlesford as set out in the East of England Plan and to make sure that the housing being provided creates balanced communities and meets local housing needs in terms of type and tenure including affordable and special needs housing.

Objective 6

Infrastructure

To plan for provision of infrastructure that will allow people to access social, educational, health, employment, recreational, green space and cultural facilities within the district

POLICY DC1 - HOUSING NEED

5.10 House prices are high in relation to the salaries and wages of people working in the district but also to average local household incomes. There is also a shortage of affordable housing. This is therefore a key issue for the Core Strategy to address both in terms of residents' quality of life and also the need for firms to be able to recruit staff locally. The Council is suggesting that the current approach should be maintained. The adopted local plan seeks 40% affordable housing in schemes of 15 units or more or sites of 0.5ha or above. The plan also allows for rural exception sites. The Council will

5 Policy Framework

be participating in a Strategic Market Housing Assessment study with neighbouring districts. This will include an assessment of housing needs. If these studies demonstrate a need for a different approach this will be reflected in the Development Control DPD.

Policy DC 1

Meeting Housing Need

The housing strategy will:

- Provide for 9,666 new homes between 2001 and 2024
- Require the provision of an element of affordable housing by securing 40% affordable housing in schemes of 15 units or more or sites of 0.5ha or above.
- Make provision for affordable housing for local people in rural areas by permitting exception sites for 100% affordable housing on certain sites when provided in association with a Registered Social Landlord.
- Provide housing to meet other special housing needs such as key workers, the disabled, elderly and agricultural workers
- Provide for the operational needs of military personnel at Carver Barracks
- Provide sites for Gypsies, Travellers and Travelling Show People

POLICY DC2 - HOUSING STRATEGY

5.11 Between 2001 and 2007, 2031 homes have already been built and 3435 are committed through live planning permissions, allocations being carried forward from the current local plan and homes likely to come forward from intensification and redevelopment. This leaves a balance of 4200 homes to be delivered on new sites including a 10% allowance for sites which may not come forward. Saffron Walden is the largest town in the District with a range of retail and other facilities but there is little capacity to accommodate significant new greenfield development on the edge of the town, due to impact on the historic character, the lack of capacity at the secondary school, sewerage disposal and poor air quality in parts of the central area as a result of existing traffic congestion. The Council is therefore suggesting that the preferred strategy to provide the new housing should be to develop a new settlement to the north east of Elsenham of sufficient scale to support a new secondary school (approx 3,000 homes) with the balance being provided mainly in the towns and villages. These sites will be identified through the development control and site allocations DPDs. Sites in the towns and larger villages will be considered where there is access to public transport. Generally, sites in smaller villages will be limited to villages with a primary school, where the development can be located within walking distance of the school and built without harming the historic character of the settlement.

Policy Framework 5

Policy DC 2

Housing Strategy

Provision is made for 9666 new homes in Uttlesford during the period 2001 to 2024

- Committed and proposed redevelopment sites within Saffron Walden, Great Dunmow and Stansted Mountfitchet
- Committed urban/settlement expansion, at Rochford Nurseries, Birchanger/Stansted Mountfitchet; Priors Green Takeley/Little Canfield; Woodlands Park, Great Dunmow; and Oakwood Park, Little Dunmow
- On the edge of Great Dunmow and Saffron Walden.
- On the edge of the Key Service Centres of; Newport; Stansted Mountfitchet; Thaxted; Great Chesterford; and Takeley; and in other villages where there would be rural sustainability benefits
- In a new settlement to the north east of Elsenham

POLICY DC3 - INFRASTRUCTURE

5.12 The delivery of the necessary infrastructure will be achieved mainly through developer contributions. Some contributions will be sought on a site by site basis. Other contributions may be sought by area, e.g. within school catchment areas. The mechanisms for achieving this will be set out in detail in the Development Control and Site Specific DPDs and/or SPD as appropriate.

Policy DC 3

Infrastructure

Development must take account of the needs of new and existing populations in terms of school classrooms, pre-school places, sports provision, primary healthcare and other community and cultural facilities including shops. Each development must address water supply, sewage disposal and flood risk issues and make provision for children's playspace, open space and green infrastructure.

Protecting the Countryside

5.13 To protect the countryside, the Council is suggesting that the existing tried and tested approach as set out in the current local plan is maintained. Development limits will continue to be defined in the Development Control DPD and land outside these areas and any other land allocated or required for development will be protected. The Core Strategy objectives are:

5 Policy Framework

Objective 7

Metropolitan Green Belt

To maintain and protect the Metropolitan Green Belt by only allowing building in the most exceptional circumstances

Objective 8

District Character

To preserve, conserve and, where possible, enhance the locally distinctive and historic character of the market towns and rural settlements and their settings within Uttlesford, and to retain the separation between settlements.

Objective 9

Landscape Character

To protect, conserve and, where possible, enhance the varied landscape character within Uttlesford reflecting landscape sensitivity and promoting local distinctiveness and an understanding of the historic significance of landscape features

POLICY DC4 - METROPOLITAN GREEN BELT

5.14 The Council is satisfied that the level of growth required can be provided without the need for any review of the Metropolitan Green Belt (MGB) and is proposing that the area of Green Belt should remain the same as in the current local plan. Detailed boundaries of the Green Belt will be established in other DPDs. Development proposals within the Green Belt will be considered in relation to national policy - there will not be a specific policy in the local development framework.

Policy DC 4

Metropolitan Green Belt

Define the broad area of the Metropolitan Green Belt (MGB) within Uttlesford as unchanged from the current adopted MGB

Policy Framework 5

POLICY DC5 - PROTECTING THE COUNTRYSIDE & DC6 - PROTECTING AGRICULTURAL LAND

5.15 The Countryside will continue to be protected for its own sake and for its value as productive agricultural land.

Policy DC 5

Protecting the Countryside

Protect the countryside for its own sake as an area where there will be strict control on new development outside existing settlements and any land needed for development.

Policy DC 6

Protecting Agricultural Land

Protect the best and most versatile agricultural land. Development of such agricultural land would only be permitted after other options such as previously developed land and land within development limits have been assessed and discounted.

POLICY DC7 - THE COUNTRYSIDE PROTECTION ZONE

5.16 The purpose of the Countryside Protection Zone is to protect the countryside around the airport and prevent coalescence between the airport and the surrounding settlements. The Council's preferred approach is to retain the CPZ, recognising the boundary of the airport.

Policy DC 7

Countryside Protection Zone

Define the broad area of the Countryside Protection Zone as an area where the open characteristics of the zone will be maintained and coalescence between the airport and existing development will be prevented.

POLICY DC8 - LANDSCAPE CHARACTER

5.17 Much of the landscape in Uttlesford is highly sensitive to change, particularly in the river valleys. All new development will be expected to take account of and respect these sensitivities.

5 Policy Framework

Policy DC 8

Landscape Character

All development should be in scale and designed to complement the special characteristics of the area within which it is sited to protect and where possible enhance the landscape character of Uttlesford

Protecting Special Features

5.18 The countryside of the district is a product of a long history of both natural processes and human occupation. The pattern of small villages, copses and hedges dates back at least to the medieval period. Uttlesford has a particularly rich heritage in terms of the number (3500) and quality of listed buildings within the District. The juxtaposition of these quality buildings in their village settings with the greens, open spaces and other features has contributed to the designation of the village and town centres as Conservation Areas - there are 34 in total. In addition there are historic parks and gardens, historic landscapes, ancient monuments and sites of archaeological interest. The landscape is mainly an agricultural one with intensive arable cropping dominating the scenery. Though modern farming practices have affected wildlife it is still a rich area for ancient woodlands and hedges and new habitat creation is reversing the declines of recent decades. The dry climate means river and wetland habitats are scarce. The core strategy objective is:

Objective 10

Protecting the Environment

To protect and enhance the natural environment including it's biodiversity and the historic environment through positive improvement.

POLICY DC9 - PROTECTING THE HISTORIC ENVIRONMENT

5.19 The Council has a long standing strategy of protecting historic features and this approach will be maintained in the Core Strategy and subsequent DPD's.

Policy DC 9

Protecting the Historic Environment

Protect the historic environment and open spaces. Development that would harm sites of historic importance will not be permitted

Policy Framework 5

POLICY DC10 - PROTECTING NATURE CONSERVATION AND GEOLOGICAL SITES

5.20 Along with the protection of the man made historic environment the natural environment will also be protected and enhanced. Links between sites to support wildlife and provide open space for people to access the countryside will be needed. They will be an important consideration for design of new development and the way it functions.

Policy DC 10

Protecting Nature Conservation and Geological Sites

Protect and where possible enhance sites that are designated for their importance to nature conservation or geology and non-designated sites of ecological value.

- Development that would adversely affect nationally designated sites or sites of local significance will not be permitted.
- Where development is permitted it should protect and enhance the site's nature conservation interest
- Development will be required to contribute to a network of biodiversity sites, green infrastructure and open spaces which link communities

The Market Towns

5.21 Saffron Walden is the largest town in Uttlesford but Great Dunmow is an important focus for residents in the southern part of the district. Some redevelopment in Dunmow town centre is currently underway but generally the opportunities for significant new retail floorspace within the centres are very limited. The Council is suggesting that some additional floorspace could be provided at edge of town locations. The alternative approach would be to do nothing and accept that people will continue to travel to nearby centres like Bishop's Stortford, Chelmsford and Cambridge where there is greater retail choice. The Core Strategy objective is:

Objective 11

Function of the Market Towns

To support high quality new development and improvements to the public realm that respects, preserves and enhances the historic nature of the town centres of Saffron Walden and Great Dunmow and supports their function as important local retail centres within the District.

5 Policy Framework

POLICY DC11 - FUNCTION OF THE MARKET TOWNS

5.22 Because of the historic nature of the town centres there is limited potential in Saffron Walden and Great Dunmow to deliver additional floorspace to support the retail function of the centres. In order to offer more retail space to reduce the outflow of expenditure from the District the Council's preferred approach is to allow some new development on the edge of the towns, including the expansion of existing edge of town supermarkets subject to public consultation to establish need.

Policy DC 11

Function of the Market Towns

The Council will encourage new retailing, commercial and other development which will maintain and enhance the roles of Saffron Walden and Great Dunmow as retail and service centres.

POLICY DC12 - CHARACTER OF THE MARKET TOWNS

5.23 Saffron Walden and Great Dunmow offer a different type of retailing experience to other towns and shopping centres, with a large number of independent retailers and an attractive environment of squares, medieval streets and open spaces. These differences are valued by residents and visitor alike and the aim is to retain and improve this high quality environment.

Policy DC 12

Character of the Market Towns

The existing historic features and open spaces will be maintained and safe, inclusive and accessible environments created in Saffron Walden and Great Dunmow. This will be achieved through new development which is of high quality and design led, and meets the needs of residents and visitors.

Resources and Renewable Energy

5.24 The Council recognises the contribution that greater energy efficiency, use of renewable energy and recycling in new developments can make to meeting national and regional objectives relating to climate change. All development should reduce its environmental impact. The Core Strategy objectives are:

Policy Framework 5

Objective 12

Use of Natural Resources

To reduce the use of resources, including water, to the lowest practical minimum in the construction, operation and eventual disposal of developments.

Objective 13

Reducing Emissions

To minimise greenhouse gas emissions by encouraging the supply and use of renewable energy and low carbon technologies

POLICY DC13 - USE OF NATURAL RESOURCES

5.25 Prudent use of natural resources is one of the key areas in Government policy. Policies should try and minimise the need to consume new resources by making more efficient use of and re-using existing resources and promoting and encouraging the use of renewable energy. Detailed criteria and standards for energy and water efficient design and renewable energy will be set out in the relevant development control policies and supplementary planning documents.

Policy DC 13

Use of Natural Resources

The district council will encourage development which:

- meets the needs of all potential users
- reduces consumption of energy and water
- minimises the production of pollution and waste
- incorporates facilities for recycling water and waste

POLICY DC14 - RENEWABLE ENERGY

5.26 According to experimental figures from Defra, the district of Uttlesford emitted 822,000 tonnes of CO₂e overall, not including aviation, in 2004. In the domestic sector (mainly residential use of electricity, gas and oil), emissions were approximately 3.2 tonnes CO₂e per person, placing us 7th highest in the UK, equal with 15 other local

5 Policy Framework

authorities. The national average was 2.6 tonnes CO₂e per person. Although experimental, these figures demonstrate with reasonable certainty that Uttlesford has significantly higher domestic emissions than most other local authority areas and this will be addressed by measures to reduce energy use and increase use of renewable energy. The strong housing market in Uttlesford and the need to identify greenfield sites, which avoid costly remediation means these measures will be viable.

5.27 The detailed requirements for renewable energy will be set out in development control policies and related guidance. It is likely that the Council will look to set a minimum percentage of the energy requirements for each new development to be from renewable energy sources. The Council has adopted an SPD on Energy Efficiency and Renewable energy which seeks to encourage developers to provide at least 10% of the predicted energy requirements for the development from on site renewables or low carbon energy sources in all developments larger than 1,000m² or five homes. The Council is intending that this approach will be endorsed through the preparation of the development control DPD. The Council is also intending to include a development control policy to require contributions by way of a S106 agreement for every tonne of projected CO₂ emissions resulting from a new development. This would then be used to fund grants and incentives to encourage householders to invest in energy saving and renewable energy measures for existing homes elsewhere in the District.

Policy DC 14

Renewable Energy

Renewable energy and low carbon technologies will be supported for single buildings and neighbourhoods where the benefits outweigh any other relevant local and wider environmental, economic, social and other considerations.

Flooding

5.28 It is important that all development in the district takes proper account of flood risk. The Core Strategy objective is to:

Objective 14

Reducing Flood Risk

Allocate sites and control development to avoid flood risk to people and property

Policy Framework 5

POLICY DC15 - REDUCING FLOOD RISK

5.29 The Council has commissioned a Strategic Flood Risk Assessment which shows that the scale of development required can be provided on land which is at lowest risk from flooding. Development in certain locations may result in flood risk elsewhere and the Council will work with the Environment Agency in requiring local flood mitigation measures to be provided as part of the development.

Policy DC 15

Reducing Flood Risk

The Council will seek to allocate development beyond the floodplain. Flood risk assessments will be required for appropriate sites and management sought. In accordance with the sequential approach the most vulnerable development will be directed to areas of lowest flood risk.

Stansted Airport

5.30 Stansted is the UK's third largest airport handling 24 million passengers in 2007. It has grown very rapidly in recent years, particularly in the leisure market. Of the 22 million passengers using Stansted in 2005, 18% were business passengers. It is dominated by low cost carriers serving domestic and European destinations. This generates relatively low levels of employment per passenger.

5.31 The government's Air Transport White Paper published in 2003 set out its policy on Stansted Airport. It says that it expects there to be an increasingly severe shortage of runway capacity at the major South East airports and therefore that "making best use of Stansted's runway will be essential to avoid stifling growth". It anticipates that would generate large net economic benefits. Furthermore, it says that the government supports the development of a second runway as the first new runway to be built in the South East. It does so on the basis of its forecasts of strong demand for additional capacity, the availability of space for a phased development, the synergy with regional and sub regional growth objectives, Stansted's road and rail connections, the potential to plan for surface access improvements to support both a two runway airport and its Growth Area plans, predicted noise and air quality effects, assessment of the land take implications and local environmental controls.

5.32 The Council remains opposed to this government policy because of its concerns about the contribution of air transport carbon gas emissions and radiative forcing effects globally to climate change, and the local environmental effects, which from its perspective are substantial. It recognises, however, that this Core Strategy needs to be informed by government air transport policy.

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5.33 The White Paper recognises that stringent limits should be set on the extent of air noise effects to give incentives to airlines to introduce the quietest suitable aircraft as quickly as is reasonably practical. It also recognises that with two runways, the potential of runway operational controls should be explored, and that mitigation may be required to ensure that EU nitrogen dioxide limits are not exceeded.

5.34 Nationally and internationally, limits have been set for oxides of nitrogen (NOx) in order to protect vegetation. Above 30 micrograms per cubic metre, there is a risk of harmful effects.

5.35 The presence of the airport gives rise to local effects on rural communities, which do not have the capacity to absorb changes in activity patterns, occupation of the housing stock and uses that exists in larger urban areas

5.36 The Core Strategy Objectives are:

Objective 15

Stansted Airport

The Core Strategy as a whole will need to be sufficiently robust to accommodate the uncertainty surrounding the level of airport development by 2021, whether the current movement and passenger caps remain in place, the government permits full use of the runway, or a second runway is permitted and passenger throughput increases to 68 million passengers a year.

Objective 16

Access to the Airport

The maximum number of journeys to and from the airport by air passengers and workers will be made by public transport. Appropriate surface access infrastructure and service capacity will be provided to meet airport related demand without impacting on capacity to meet the demands of other network users.

Objective 17

Air Noise, Ground Noise and Air Quality

The Council will seek to minimise the impact of air noise, ground noise and air quality on the health and amenity of local communities and the historic environment.

Policy Framework 5

Objective 18

Hatfield Forest

The Council will seek to minimise the impact of poor air quality on local biodiversity, in particular on Hatfield Forest National Nature Reserve and Sites of Special Scientific Interest.

Objective 19

Impact on Communities

The Council will seek to maintain the cohesion of rural communities particularly affected by the airport.

POLICY DC16 - LAND WITHIN THE AIRPORT AND POLICY DC17- DEVELOPMENT AT THE AIRPORT

5.37 The Council continues to see Stansted as an airport in the countryside. Activities directly related to the airport should be capable of being contained within the site.

Policy DC 16

Land within the Airport

Efficient use of land within the airport boundary should be made whilst protecting the environmental assets of the site and avoiding unnecessarily prominent structures.

Policy DC 17

Development at the Airport

The design qualities of the existing terminal building and strategic landscaping of the site should act as a benchmark for subsequent phases of the development to ensure that facilities respect the countryside setting and provide a high standard of passenger experience for all users, especially if their mobility is impaired or they have some other disability

5 Policy Framework

POLICY DC18 - TRANSPORT

5.38 The Air Transport White Paper recognises that improvements to rail and road capacity will need to be considered.

Policy DC 18

Transport

The necessary transport infrastructure and service capacity to serve the airport must be secured and public transport mode share must be maintained and improved where reasonably practical. An integrated approach must be demonstrated within the framework of a surface access strategy.

Theme 4 - Living in Communities

5.39 Uttlesford provides the opportunity for a high quality of life for its residents. The challenge is to make sure that this quality of life is sustained and is available to everyone including those who have particular requirements which may be related to their age, sex, ethnic background, religion, disability or income. The Core Strategy objective is:

Objective 20

Health and Well Being

To support the well being of Uttlesford residents by delivering safe, attractive and healthy and attractive places to live and making sure enough health facilities and other community facilities e.g. for sport are provided to meet current needs and the additional requirements arising from any new development.

POLICY LC1 - HEALTH AND COMMUNITY FACILITIES

5.40 The Council will work with the West Essex PCT to make sure that adequate health facilities are being delivered in the best places and in the most appropriate ways to serve existing and new communities. New community facilities will be integral to the new settlement and other significant development sites in accordance with requirements identified by the District Council and other organisations.

Policy LC 1

Health and Community Facilities

Health and other community facilities will be required as part of development proposals.

Policy Framework 5

POLICY LC2 - HEALTH IMPACTS

5.41 Existing and new residents should be protected from any adverse impacts of development both during the construction phases and when the development is in use.

Policy LC 2

Health Impacts

The health impacts of development resulting from noise, smell, dust, electro magnetic radiation or exposure to pollutants must be taken account into during construction and in use and appropriate mitigation measures included.

POLICY LC3 - ACCESSIBILITY

5.42 All development should meet or be be capable of adaptation to the needs of different users for today and in the future. Detailed criteria and standards towards achieving this will be set out in the relevant development control policies and supplementary planning documents.

Policy LC 3

Accessibility

All development must include the highest standards of accessibility and inclusion for all people regardless of disability, age or gender.

6 The Spatial Strategy

Developing the Spatial Strategy

6.1 The future housing growth and other development in the District needs to be delivered in a sustainable way that meets the needs of the community, delivers the vision and achieves the strategic objectives. Delivering sustainable development means achieving an appropriate balance between the protection of the environment, maintaining economic growth and employment opportunities, meeting the needs of the community and minimising the use of natural resources.

6.2 National Planning Policy sets out the following options for accommodating new housing growth:

- re-use of vacant and derelict sites or industrial and commercial sites for providing housing as part of mixed use town centre development
- additional housing in established residential areas
- large scale redevelopment and redesign of existing areas
- expansion of existing settlements through urban extensions
- creation of new free standing settlements

6.3 In addition the opportunity should be taken to reduce carbon emissions by focusing new development in locations with good public transport accessibility and/or by means other than the private car where it can viably use decentralised energy supply systems based on renewable and low carbon forms of energy supply. The strategy should take into account the need to provide housing in rural areas, not only in market towns and local service centres but also in villages in order to enhance or maintain their sustainability

6.4 The District of Uttlesford is comprised of

- the market towns of Saffron Walden, Great Dunmow
- the villages
- the countryside
- Metropolitan Green Belt
- Countryside Protection Zone
- Stansted Airport

The Market Towns

6.5 Saffron Walden and Great Dunmow, are the largest settlements in the District and offer a range of services. Saffron Walden acts as a hub for public bus transport, less so Great Dunmow. Audley End, the railway station for Saffron Walden is located 2 miles outside the town. Great Dunmow has no railway station. Both settlements have bus connections to Stansted Airport which is a regional interchange centre for bus, coach and train services. They provide secondary and primary schooling, retail, employment, leisure and health services. However many of the services, especially the schools and surgeries are at or nearing capacity. These towns are of the highest environmental quality, still retaining the medieval street pattern with pleasant shopping streets, open spaces and numerous historic buildings. The strategy is to maintain these historic

The Spatial Strategy 6

features and make sure new development creates a safe, inclusive and accessible environment. Their function as local retail centres is to be maintained and enhanced as far as is possible within the constraints posed by the historic town centre and by allowing appropriate shops on the edge of town or expansion of edge of town supermarkets. Their function as centres for employment will be maintained by safeguarding employment sites and identifying land for offices, research & development and light industrial premises (Class B1 uses) in Saffron Walden and for general industrial and warehousing (Class B2/B8 uses) in Great Dunmow.

The Villages

6.6 The rural area of Uttlesford has 7 key service centres which serve their rural hinterland. These are Elsenham, Great Chesterford, Hatfield Heath, Newport, Stansted Mountfitchet, Thaxted, and Takeley. Facilities in the key service centres are limited to basic shopping, GP services, primary education, pubs, public hall, and hourly or two hourly public bus transport to towns and the Regional Interchange Centre at Stansted Airport. Elsenham, Great Chesterford and Newport have railway stations. The key service centres serve a large number of smaller villages, hamlets and isolated houses. Some villages have a primary school, and most have a community hall and pub but generally, within this wider rural area there are minimal jobs, services and transport links. The villages contain a wealth of historic buildings, visually important open spaces and trees. The strategy is to preserve, conserve, and enhance the locally distinctiveness and historic character of these rural settlements and to retain separation between settlements.

The Countryside

6.7 These attractive market towns and villages punctuate the gently rolling countryside, whose arable and pastoral mosaic is particularly well cared for. The strategy is to protect the countryside for its own sake and strictly control development outside defined settlements and any land needed for development.

The Metropolitan Green Belt

6.8 The aim of Green Belt policy is set out in Planning Policy Guidance Note 2. The intention of the policy is to prevent urban sprawl by keeping land permanently open. The purpose of including land in the Green Belt is to stop unrestricted sprawl, prevent merging of towns, safeguarding the countryside, preserving the setting and special character of historic towns and assisting urban regeneration. The District Council believes that the Green Belt in Uttlesford should be firmly safeguarded to retain a belt of countryside between Harlow, Bishops Stortford, Stansted Mountfitchet and Stansted Airport. The strategy is to maintain the currently adopted boundary.

The Countryside Protection Zone

6.9 The District Council believes that the countryside protection zone should be firmly safeguarded to retain a belt of countryside around the airport that will not be eroded by coalescing developments. The strategy is to maintain the designation, recognising the boundary of Stansted Airport.

6 The Spatial Strategy

Stansted Airport

6.10 Stansted Airport covers 955 ha. 11,600 people are employed on the airport. ⁽ⁱ⁾ The airport also acts as a Regional Interchange Centre for bus/coach and rail. However the influence of Stansted Airport, economically and environmentally is much wider. The environmental effects are concentrated around the airport, but air noise affects a much wider area. The District Council recognises the growth of Stansted Airport and the strategy is to minimise its adverse effects in respect of design, landscaping, biodiversity, noise and air quality, and surface access impacts such as congestion and safety.

Growth Options

6.11 The Council proposed in its consultation document Policy Choices and Options for Growth (January 2007) nine growth options ranging from concentrating the development to dispersing it across the District. Taking into account the results of the Evidence Base, the representations received on the consultation document, the sustainability appraisal and an assessment of the options against the objectives of the Core Strategy the Council agreed that four options should be considered further.

Option 1 - Development to be split between Saffron Walden, Great Dunmow and Stansted Mountfitchet.

Option 2 - Development located over a hierarchy of settlements from the towns to the villages.

Option 3 - Development located over a hierarchy of settlements from the towns to the villages but with significant development at Elsenham as the start of a new settlement.

Options 4 - Development of a new settlement to the north east of Elsenham with limited development in the towns and villages.

6.12 At the Environment Committee on the 4 September members approved Option 4 as the Council's preferred spatial strategy.

6.13 In the following chapter each of the options are discussed, explaining the objectives and infrastructure requirements of each of the strategies. The chapter concludes by looking at the results of the Sustainability Appraisal.

Option 1

Description

6.14 Option 1 involves distributing development between the District's three main settlements of Saffron Walden, Great Dunmow and Stansted Mountfitchet. The suggested distribution between the settlement reflects the capacity of locations which are likely to be able to be delivered for housing development and would have the least impact on the character of the settlements.

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Objectives

6.15 The objective of this option is to direct growth to the District's main centres which are capable of offering access to employment, services and community facilities and where the scale of development can bring forward the necessary social infrastructure required.

6.16 By providing additional employment opportunities, alongside the residential development in each of the settlements, this option would increase the opportunity for existing and new residents to work locally. This option would benefit growth in the Greater Cambridge sub-region by providing housing and B1 employment development in Saffron Walden in proximity to Cambridge. However it would lead to increased commuting into Cambridge. It would also locate employment in Great Dunmow and Stansted Mountfitchet within proximity to Stansted Airport and the M11 motorway.

6.17 This option would provide affordable housing in the District's largest settlements where there is a significant demand for affordable housing but other than through rural exception sites, provides little opportunity for affordable housing in the villages.

6.18 By concentrating the development in the main settlements the development can link into existing infrastructure and the scale of development proposed would make infrastructure improvements viable.

6.19 This option directs development away from the villages and countryside thus retaining their historic character and rural character. The results of the Historic Settlement Character Assessment indicate that the scale of development proposed would, however, have an impact on the sense of place and distinctiveness of the main settlements and the surrounding landscape which has a relatively high sensitivity to change.

6.20 By concentrating development in the main settlements there is more opportunity for people to access employment and services by a means other than car, for example by foot, cycle or public transport. All development will be expected to incorporate renewable energy and low carbon technologies. Larger developments will benefit from economies of scale in incorporating such technology.

Infrastructure

6.21 Additional employment land would need to be identified in each of the settlements. New primary schools would be needed. Subject to finances becoming available to purchase more land, the new school planned at Rochford Nurseries, Stansted Mountfitchet has the potential to be expanded. Provision of secondary school accommodation would be more difficult. Some capacity exists at the secondary schools in Stansted Mountfitchet and Great Dunmow whilst expansion at Saffron Walden County High would be difficult. Significant development to the south east of Saffron Walden would allow a road linking Radwinter Road with Thaxted Road. New primary care and community facilities would be needed. The developments would need to provide

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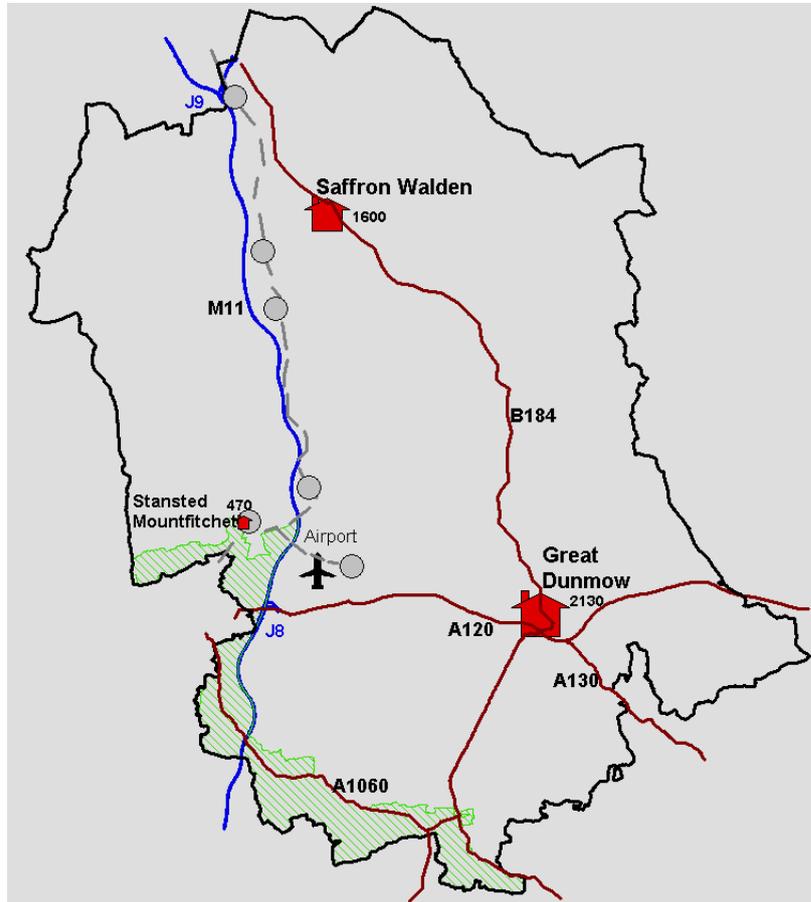
appropriate sport and play space, either within the developments or by supporting the provision elsewhere in the town. Development would be able to connect to existing Wastewater Treatment Works (WwTW) in each of the settlements.

Option 1 - Components of Supply at March 2007	
Completed dwellings 2001 - 2007	2031
Great Dunmow	
Existing commitments Woodlands Park	1003
Other existing commitments	169
Future housing development	2130
	3302
Saffron Walden	
Existing commitments	411
Future housing development	1600
	2011
Stansted Mountfitchet	
Existing commitments Rochford Nurseries Stansted Mountfitchet/Birchager	600
Existing commitments	48
Future housing development	470
	1118
Villages	
Existing Commitments Oakwood Park, Little Dunmow	273
Existing commitments Priors Green, Takeley/Lt Canfield	811
Existing commitments in other villages	120
Future housing development	0
	1204
Total Provision	9666

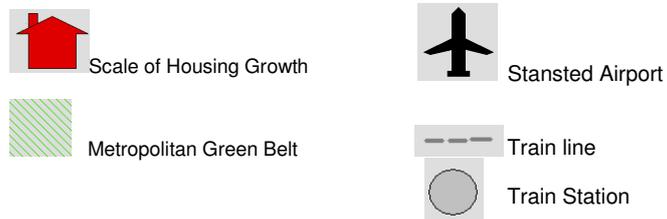
Table 6.1 Option 1: Components of Supply

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Growth Option 1



Key



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Option 2

Description

6.22 Option 2 involves distributing the development across a hierarchy of settlements, from the towns to the villages. The villages identified for development are considered key service centres as defined in the East of England Plan. Key service centres are large villages with a good level of services, which include a primary school within the settlement and a secondary school within the settlement or easily accessible by public transport; primary health care facilities; a range of retail and service provision capable of meeting the day-to-day needs, in particular for convenience shopping; local employment opportunities and frequent public transport to higher order settlements. Hatfield Heath is seen as a key service centre but has not been included as a village for development as it lies within the Metropolitan Green Belt and the Council's preferred policy is to retain the Green Belt Boundary un-amended.

6.23 The suggested distribution between the settlements reflects the capacity of locations. This has been assessed on the basis of two factors: how much housing is it likely to be possible to deliver; and how much development can be delivered with least impact on the character of the settlement.

Objectives

6.24 The objective of this option is to retain the emphasis at the towns which have access to employment, services and community facilities but reducing the level of development compared to Option 1 by spreading development to key service centres which have the necessary infrastructure. Generally this allows for development pressures to be absorbed more evenly, placing less strain on existing services.

6.25 By providing additional employment opportunities alongside the residential development in Saffron Walden, Great Dunmow, Elsenham and Takeley, this option would increase the opportunity for existing and new residents to work locally. This option would benefit growth in the Greater Cambridge sub-region by providing housing and B1 employment development in Saffron Walden in proximity to Cambridge. However it would lead to increased commuting into Cambridge. It would also locate employment at Great Dunmow, Takeley and Elsenham within proximity to Stansted Airport and the M11 motorway.

6.26 This option would provide affordable housing in the District's towns of Saffron Walden and Great Dunmow and the larger villages where there is a significant demand for affordable housing. This option also allows for minor growth of smaller villages over the plan period, which could contribute some affordable housing.

6.27 In the towns and villages, the development can link into existing infrastructure and the scale of development proposed would make infrastructure improvements viable.

6.28 This option directs development to the villages, however it is considered that the scale of development proposed would have limited impact on the sense of place and distinctiveness of the historic character of the villages. By reducing the scale of

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development at the towns from that proposed in Option 1, there is significantly less impact on the sense of place and distinctiveness of the main settlements and the surrounding landscape which has a relatively high sensitivity to change. Directing development to Elsenham and Takeley locates development within landscapes which have a moderate to high sensitivity to change.

6.29 By concentrating development in the main settlements and key service centres there is more opportunity for people to access employment and services by a means other than car for example by foot, cycle or public transport. All development will be expected to incorporate renewable energy and low carbon technologies. Larger developments will benefit from economies of scale in incorporating such technology.

Infrastructure

6.30 Additional employment land would need to be identified in Great Dunmow, Saffron Walden, Elsenham and Takeley. New primary schools would be needed at Great Dunmow, Saffron Walden, Elsenham and Takeley. Provision of secondary school accommodation would be more difficult. Subject to obtaining additional land there is capacity to expand Mountfitchet Mathematics & Computing College and there is limited capacity to expand Helena Romanes School. Expansion at Saffron Walden County High School would be more difficult. Development to the south east of Saffron Walden would allow a road linking Radwinter Road with Thaxted Road. The scale of development at the settlements is below the suggested threshold to make new shops viable, however as the developments are building on an existing population, and depending on the relationship to existing shops, a small convenience shop could be provided as part of the development at Elsenham, development would increase the viability of the proposed village centre at Priors Green and would support the viability of existing shops in the remaining villages. New or expanded primary health care and community facilities would be needed to cover Great Dunmow, Saffron Walden Elsenham and Takeley, and the other settlements. The developments at Great Dunmow, Saffron Walden, Elsenham and Takeley would need to provide appropriate sport and play space either within the developments or support the provision elsewhere in the town. Appropriate play space would be needed in the remaining developments. Development would be able to connect to existing Wastewater Treatment Works (WwTW) although upgrading may be needed.

Option 2 - Components of Supply at March 2007	
completed dwellings 2001 - 2007	2031
Great Dunmow	
Existing commitments Woodlands Park	1003
Other existing commitments	169
Future housing development	1000
	2172
Saffron Walden	

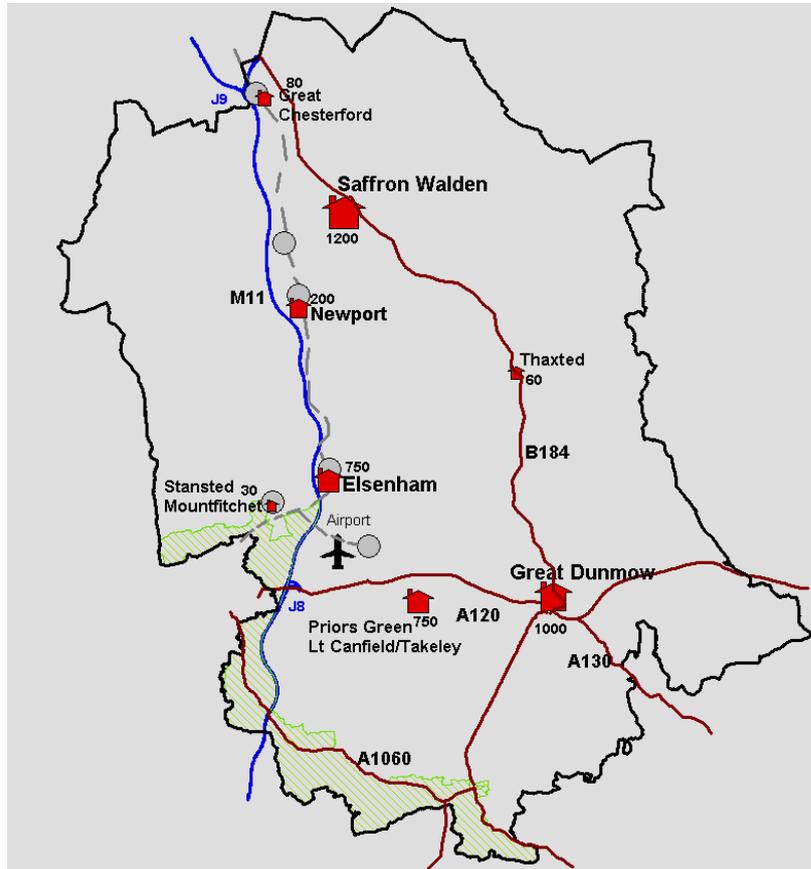
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Option 2 - Components of Supply at March 2007	
Existing commitments	411
Future housing developments	1200
	1611
Stansted Mountfitchet	
Existing commitments Rochford Nurseries, Stansted Mountfitchet/Birchanger	600
Existing commitments	48
future housing development	30
	678
Villages	
Existing commitments at Oakwood Park, Little Dunmow	273
Existing commitments at Priors Green, Takeley/Lt Canfield	811
Future housing development at Priors Green Takeley /Lt Canfield	750
Future housing development at Newport	200
Future housing development at Elsenham	750
Future housing development at Thaxted	60
Future housing development at Great Chesterford	80
Existing commitments in villages	120
Future housing development in other villages	130
	3174
Total provision	9666

Table 6.2 Option 2 : Components of Supply

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Growth Option 2



Key

- | | | | |
|---|-------------------------|---|------------------|
|  | Scale of Housing Growth |  | Stansted Airport |
|  | Metropolitan Green Belt |  | Train line |
| | |  | Train Station |

6 The Spatial Strategy

Option 3

Description

6.31 Option 3 involves distributing development across a similar hierarchy of settlements as proposed under option 2, ie from towns to the villages, but with significantly less development at Little Canfield and a significant increase in development at Elsenham as the start of a new settlement.

6.32 The villages identified for development are considered key service centres as defined in the East of England Plan. Key service centres are large villages with a good level of services, which include a primary school within the settlement and a secondary school within the settlement or easily accessible by public transport; primary health care facilities; a range of retail and service provision capable of meeting the day-to-day needs, in particular for convenience shopping; local employment opportunities and frequent public transport to higher order settlements. Hatfield Heath is seen as a key service centre but has not been included as a village for development as it lies within the Metropolitan Green Belt and the Council's preferred policy is to retain the Green Belt Boundary un-amended.

6.33 The suggested distribution between the settlement reflects the capacity of locations which are likely to be able to be delivered for housing development and would have the least impact on the character of the settlements.

Objectives

6.34 The objective of this option is very similar to option 2. It is to retain the emphasis at the towns which have access to employment, services and community facilities but spreads development to key service centres which have the necessary infrastructure. This allows for development pressures to be absorbed more evenly placing less strain on existing services. The objective of directing development to Elsenham as the start of a new settlement is to relieve key settlements of development pressure and to start to plan for development in the next plan period.

6.35 By providing additional employment opportunities alongside the residential development in Saffron Walden, Great Dunmow and Elsenham, this option would increase the opportunity for existing and new residents to work locally. This option would benefit growth in the Greater Cambridge sub-region by providing housing and B1 employment development in Saffron Walden. However it would lead to increased commuting into Cambridge. It would also locate employment at Great Dunmow and Elsenham in close proximity to Stansted Airport and the M11 motorway.

6.36 This option would provide affordable housing in the District's towns of Saffron Walden and Great Dunmow and the larger villages where there is a significant demand for affordable housing. This option also allows for minor growth of smaller villages over the plan period which could contribute some affordable housing.

The Spatial Strategy 6

6.37 By reducing the scale of development in the main settlements from that proposed in Option 1 and distributing development to the larger villages, less strain is being placed on the existing infrastructure of the towns. However, in the towns and villages, the development can link into existing infrastructure and the scale of development proposed would make infrastructure improvements viable.

6.38 This option directs development to the villages, however it is considered that the scale of development proposed would have minimal impact on the sense of place and distinctiveness of the historic character of the villages. Although Elsenham does not have an historic core recognised by a conservation area, there would be a visual impact on the area to the north east of Elsenham which is a landscape which has a moderate to high sensitivity to change. Development to the south west of Henham would not impact on the historic core of the village due to the presence of extensive twentieth century development that separates land to the south west from the historic core. By reducing the scale of development at the towns from that proposed in Option 1, there is significantly less impact on the sense of place and distinctiveness of the main settlements and the surrounding landscape which has a relatively high sensitivity to change.

6.39 By concentrating development in the main settlements and key service centres there is more opportunity for people to access employment and services by a means other than car for example by foot, cycle or public transport. Elsenham has the benefit of a railway station currently providing a service every 30 minutes in peak times. All development will be expected to incorporate renewable energy and low carbon technologies. Larger developments will benefit from economies of scale in incorporating such technology.

Infrastructure

6.40 Additional employment land would need to be identified in Great Dunmow, Saffron Walden, and Elsenham. New primary schools would be needed at Great Dunmow, Saffron Walden, and Elsenham. Provision of secondary school accommodation would be more difficult. Subject to obtaining additional land there is capacity to expand Mountfitchet Mathematics & Computing College and there is limited capacity to expand Helena Romanes School. Expansion at Saffron Walden County High School would be difficult. In the long term, a new settlement of at least 3000 homes north east of Elsenham would make a new secondary school viable. Development to the south east of Saffron Walden would allow a road linking Radwinter Road with Thaxted Road. Development to the north east of Elsenham would need to include a mixed use centre to form, in the long term, the heart of the new community. The scale of development at the other settlements is below the suggested threshold to make new shops viable; however the developments would support the viability of existing shops. New or expanded primary health care and community facilities would be needed to cover Great Dunmow, Saffron Walden and Elsenham, and the other settlements. The developments at Great Dunmow, Saffron Walden, and Elsenham would need to provide appropriate sport and play space either within the developments or support the provision elsewhere in the settlement. Appropriate play space would be needed in the remaining developments. Development would be able to connect to existing Wastewater Treatment Works (WwTW) although upgrading may be needed.

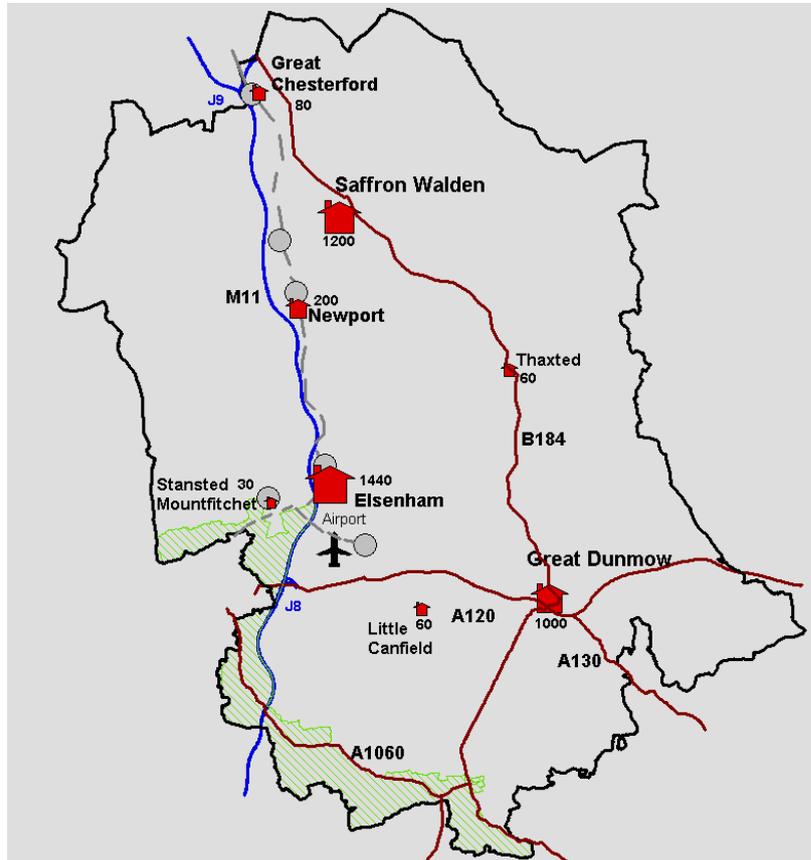
6 The Spatial Strategy

Option 3 - Components of Supply at March 2007	
Completed dwellings 2001 - 2007	2031
Great Dunmow	
Existing commitments at Woodlands Park	1003
Other existing commitments	169
Future housing development	1000
	2172
Saffron Walden	
Existing commitments	411
Future housing development	1200
	1611
Stansted Mountfitchet	
Existing commitments at Rochford Nurseries Stansted Mountfitchet/Birchanger	600
Existing commitments	48
Future housing development	30
	678
Villages	
Existing commitments at Oakwood Park, Little Dunmow	273
Existing commitments at Priors Green, Takeley/ Lt Canfield	811
Future housing development at Takeley/Lt Canfield	60
Future housing development at Newport	200
Future housing development at Elsenham	1440
Future housing development at Thaxted	60
Future housing development at Great Chesterford	80
Existing commitments in other villages	120
Future housing development in villages	130
	3174
Total Provision	9666

Table 6.3 Option 3 : Components of Supply

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Growth Option 3



Key

- | | |
|---|--|
|  Scale of Housing Growth |  Stansted Airport |
|  Metropolitan Green Belt |  Train line |
| |  Train Station |

6 The Spatial Strategy

Option 4 - Preferred Option

Description

6.41 Option 4 involves the creation of a new settlement to the north east of Elsenham with more limited development in the towns and villages. This is the Council's preferred option and reflects the resolution made by Environment Committee on 4 September 2007. This will require changes to ensure it totals 9666 dwellings to reflect the East of England Plan and to identify the scale of development in the larger towns.

Objectives

6.42 The objective of option 4 is to take Option 3 a step further. Rather than directing development to existing communities, some of which have significant development committed and require existing infrastructure to be improved, it establishes a new settlement which can be developed in a sustainable manner and incorporate the necessary infrastructure. Some small scale development would be suitable in the towns and villages to allow for organic growth.

6.43 By providing additional employment opportunities at Elsenham as part of the new settlement this option would increase the opportunity for existing and new residents to work locally. It is acknowledged that there will be out commuting to Harlow, London and Cambridge but there is the opportunity for this to be by train. This option would also provide space for businesses close to Stansted Airport and the M11 motorway. Option 4 would though make less of a contribution to the Greater Cambridge Sub Region than the other options.

6.44 This option would provide significant affordable housing within the new settlement but unlike the previous options it would not meet the needs of other settlements to the same extent.

6.45 By directing the majority of the development to a new settlement, this option significantly reduces the strain on existing infrastructure in the other settlements, many of which already have considerable development committed. A new settlement will be able to incorporate the necessary infrastructure from the early stages in its design.

6.46 This option proposes significantly less development in the towns and villages therefore protecting to a greater extent than the previous options their historic character, sense of place, distinctiveness and surrounding landscape, which has a relatively high sensitivity to change. Although Elsenham does not have an historic core recognised by a conservation area, this option would have a significant visual impact on the area to the north east of Elsenham and to the south west of Henham, which is a landscape which has a moderate to high sensitivity to change. Development to the south west of Henham would not impact on the historic core of the village due to the presence of extensive twentieth century development that separates land to the south west from the historic core.

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6.47 By concentrating development in a new settlement there is the opportunity to design from the start a public transport orientated development. A new settlement at Elsenham has the benefit of being able to focus on Elsenham railway station and be served by a frequent bus service to larger settlements and the Stansted Airport Regional Interchange Centre close by.

6.48 All development will be expected to incorporate renewable energy and low carbon technologies. However, a new settlement will significantly benefit from economies of scale in incorporating such technology.

Infrastructure

6.49 The new settlement would provide a mixed development including a village centre which would need to include a number of shops to meet daily needs, primary health care facilities and community buildings. The development would need to provide employment, new primary schools and a secondary school. The development would need to provide appropriate sport and play space within the development site. To take traffic away from the level crossing the development would need to incorporate an internal link road from Old Mead Road to Henham Road and Hall Road east of Elsenham Cross. A frequent and high quality bus service will be needed linking Elsenham with Stansted Mountfitchet, Bishop's Stortford and Stansted Airport.

6.50 The scale of development likely in Saffron Walden, Great Dunmow and the other villages is too small to provide new schools. The pupils arising from the development would need to be accommodated in existing schools. Existing primary health care and community facilities would need to be expanded as necessary. The scale of development is unlikely to support new shops in these settlements but would support the viability of existing shops. The developments will need to provide appropriate sport and play space either within the developments or support the provision elsewhere in the settlement. Development would be able to connect to the existing Wastewater Treatment Works (WwTW) although upgrading may be needed.

Option 4 - Components of Supply at March 2007	
Completed dwellings 2001 - 2007	2031
Great Dunmow	
Existing commitments at Woodlands Park	1003
Other existing commitments	169
	1172
Saffron Walden	
Existing commitments	411
	411
Stansted Mountfitchet	

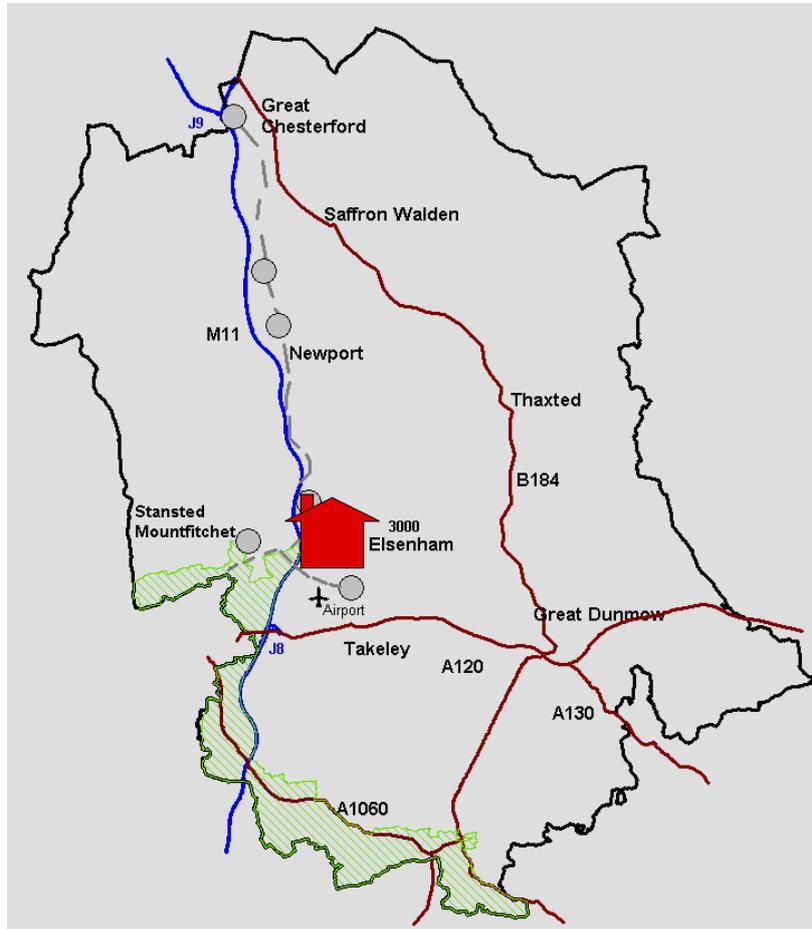
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Option 4 - Components of Supply at March 2007	
Existing commitments at Rochford Nurseries, Stansted Mountfitchet/Birchanger	600
Existing commitments	48
	648
Future housing development in larger towns	750
New settlement	
north east of Elsenham	3000
Villages	
Existing commitments at Oakwood Park, Little Dunmow	273
Existing commitments at Priors Green Takeley/Lt Canfield	811
Existing commitments in villages	120
Future housing development in villages	250
	1454
Total Provision	9466

Table 6.4 Option 4 : Components of Supply

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Growth Option 4



Key



Scale of Housing Growth



Stansted Airport



Metropolitan Green Belt



Train line

Train Station

In addition: 750 houses in larger towns
250 houses in villages

6 The Spatial Strategy

Sustainability Appraisal

6.51 The Council has to undertake a Sustainability Appraisal of all Development Plan Documents it is preparing to make sure that all potential economic, social and environmental impacts of the documents are identified and that steps are taken to reduce harmful effects.

6.52 Plans also have to be subject to a Strategic Environmental Assessment in line with European Directive 2001/42/EC. While the Sustainability Appraisal (SA) examines all sustainability related effects the Strategic Environmental Assessment (SEA) focuses mainly on environmental effects, Although the SA and SEA are separate processes there is overlap between them and for the purposes of this document the SA includes the requirements of the SEA.

6.53 White Young Green Environmental are undertaking the assessment on behalf of the Council. The Scoping Report was published in June 2006 and an Initial Sustainability Appraisal of the Policy Choices and Options for Growth was published in January 2007. Both are available on the web site.

6.54 A Sustainability Appraisal of the Preferred Options Document has been prepared and is published for public consultation along side the Preferred Options document. Comments on the Sustainability Appraisal of the Policy Choices and Options for Growth documents have been addressed identifying respondent issues and appropriate mitigation measures. The Appraisal assesses the objectives, policies and the four options against the Sustainability Objectives that are set out in the Scoping Report. The results of each assessment have been presented in a tabular format.

6.55 The following are the key points arising from the sustainability appraisal of the four options for growth. A copy of the document can be viewed on the Council's web site, Council offices and libraries accompanying the Preferred Options Document.

6.56 The Preferred Options document has been evaluated and assessed using the agreed Sustainability Appraisal Objectives and taking into account the recommendations received following the consultation on the Policy Choices and Options for Growth document in January 2007 and the evidence base. The sustainability appraisal has been undertaken to predict the effects of implementation and to identify appropriate and practicable recommendations for mitigating significant negative outcomes and maximising the positive outcomes under each option. The Sustainability Appraisal process therefore identifies the most sustainable and environmentally acceptable development solutions for future growth within the District.

6.57 Growth Option 4: one new settlement with minimal expansion to existing settlements, compared to the other three options, is the most sustainable solution.

6.58 The Sustainability Appraisal demonstrates that options 1 to 3 lead to a greater number of negative social, economic and environmental impacts as opposed to the option developing a new settlement to the north east of Elsenham. The appraisal highlights the difficulty in mitigating against the negative impacts of expanding existing settlements. This is particularly apparent when trying to mitigate against the social and

The Spatial Strategy 6

economic impacts. Increased development inherently demands of a settlement appropriate facilities and infrastructure such as schools, sports facilities and primary health care services. Development of a new settlement alleviates this issue as it allows facilities and infrastructure to be appropriately designed into the development plan from concept. The ability to mitigate against negative impacts is more likely through the development of a new settlement. Greater control can be secured with one site as opposed to many.

6.59 It is also of note that many of the existing settlements already have considerable development committed and option 4 provides greater protection to the historic importance and intrinsic character of these existing towns and villages which are currently undergoing change.

6.60 The location, to the north east of Elsenham builds upon existing services enabling the use of public transport to be encouraged and the integration of different modes of transport. Residents would be able to walk to the railway station or catch a bus to Stansted Airport and Bishop's Stortford.

6.61 All new development is required to incorporate renewable and low carbon technologies although a new settlement will benefit from economies of scale in incorporating this technology.

6.62 Each of the options does, however, result in a negative impact such as use of greenfield sites, loss of biodiversity and generation of noise and traffic.

6.63 In summary, the detailed assessment of the Sustainability Appraisal demonstrates a greater positive outcome for Option 4. It provides the most robust choice for the overall sustainable quality of the District and is therefore viewed as the most sustainable option.

Dismissed Options

6.64 Taking into account the results of the background studies, the representations received on and the sustainability appraisal of the Policy Choices and Options for Growth consultation, and an assessment of the options against the objectives, it is considered that the following options should not be considered further.

- All development to take place in the villages
- All development to take place in the A120 corridor (east to west across the district incorporating extensions to existing developments at Oakwood Park, Priors Green, Woodlands Park and on the edge of Great Dunmow and Bishop's Stortford)
- All development to take place in the West Anglia rail corridor (north to south through the district with a significant development north of Stansted Mountfitchet plus smaller developments on the edge of Elsenham, Newport and Great Chesterford)
- All development to take place in Saffron Walden, or Great Dunmow, or Stansted Mountfitchet.

6 The Spatial Strategy

6.65 Distributing the development across the district within the villages would not support the local economy, which is based around the larger settlements, and the scale of development needed would have a detrimental effect on the historic character of the district and its settlements. A dispersed strategy results in it being costly and difficult to ensure adequate infrastructure.

6.66 Distributing development in settlements along the A120 corridor or the West Anglia rail corridor would have a detrimental effect on the historic character of the district and the settlements in those corridors. The scale and distribution of the development would not support the local economy or enable the provision of infrastructure as well as other options.

6.67 Directing development to one of the district's three main settlements would have a significant detrimental impact on the sense of place and local distinctiveness of the town. It would concentrate resources in one town to the detriment of the rest of the district.

6.68 Options for new settlements in locations other than Elsenham are not being pursued. The general benefits of a new settlement would apply in other locations but Elsenham has clear advantages because it is close to nearby centres for employment, shopping and leisure which can be reached by public transport and where there is future potential to improve services and provide more capacity. Elsenham is well located to meet local employment and affordable housing needs arising from the District.

Monitoring

6.69 The Council will need to monitor the policies in the Core Strategy to make sure that they are working and the objectives are being met. This will be done from the Annual Monitoring Report which is published in December each year. The policies will be measured against a set of indicators which will be SMART - Specific, Measurable, Achievable, Realistic and Time limited. The monitoring framework will be included in the Submission Core Strategy when it is published next spring.

Evidence Base Appendix 1

1.1 The information the Council has used to prepare this document is taken from various sources which make up the "evidence base" Most of the documents are available on the Council's website or you can look at copies at the Council's Offices in Saffron Walden. Other documents may be included as new work is done to inform various stages of the LDF. More detail about the key studies shown is given in the District Profile section of this document.

Document	Scope
<p>Sustainability Appraisal and Strategic Environmental Assessment</p> <p>Scoping Report - April 2006</p> <p>Initial Sustainability Appraisal of the Core Strategy Options - January 2007</p> <p>Sustainability Appraisal of the Preferred Options - October 2007</p> <p>White Young Green</p>	<p>A systematic and continuous assessment of the social, environmental and economic effects of the strategies and policies in the Local Development Framework</p>
<p>Strategic Environmental Assessment, Baseline Information Profile 2006-2007</p> <p>Essex County Council - July 2007</p>	<p>Draws together data on the topic areas covered by the Strategic Environment Assessment legislation</p>
<p>Appraisal of Employment Land Issues</p> <p>Public and Corporate Economic Consultants (PACEC) - March 2006</p>	<p>Assesses the current use and future need for employment land within Uttlesford</p>
<p>Cambridge Economic Interventions</p> <p>Roger Tym & Partners with GVA Grimley - October 2006</p>	<p>A study to understand the interventions necessary to deliver the employment growth in the Greater Cambridge sub-region over the period 2001 – 2021.</p>
<p>District Retail Study</p> <p>Hepher Dixon - December 2005</p>	<p>Examines the future retail need and capacity within the District</p>

Appendix 1 Evidence Base

Document	Scope
<p>Braintree, Brentwood, Chelmsford, Maldon and Uttlesford, Landscape Character Assessment</p> <p>Chris Blandford Associates - September 2006</p>	<p>Provides a baseline inventory of the landscape character in the five district areas.</p>
<p>Housing Land Supply</p> <p>Uttlesford District Council - April 2007</p>	<p>Annual Study showing dwelling completions and sites with outstanding planning permission.</p>
<p>Housing Needs Survey</p> <p>David Coultie Associates Ltd - 2002 and 2004 update</p>	<p>Assesses the level of need for affordable housing in the District and identifies the needs for various types of housing tenure</p>
<p>Key Worker Survey</p> <p>David Coultie Associates Ltd - 2005</p>	<p>Defines who may be a key worker in Uttlesford. Establishes what their housing needs are and identifies the types of housing required to address their needs.</p>
<p>Looking Back, Moving Forward – Assessing the housing needs of Gypsies and Travellers in Essex</p> <p>Salford Housing and Urban Studies Unit and University of Salford</p>	<p>Assesses the accommodation needs of Gypsies and Travellers in Essex</p>
<p>The Essex School Organisational Plan 2007-2012</p> <p>Essex County Council</p>	<p>Identifies surplus and deficit capacity in Secondary and Primary Schools</p>
<p>Essex Local Transport Plan 2007-2012</p> <p>Essex County Council</p>	<p>Includes details of congestion at present day and in future on Essex roads.</p>
<p>Essex Traffic Monitoring Report 2005</p> <p>Mouchel Parkman & Essex County Council 2006</p>	<p>Indicates current traffic flows on Essex roads</p>
<p>Green Space Audit</p> <p>Uttlesford District Council - 2007</p>	<p>Provides an audit of outdoor playing space in settlements of over 1000 population</p>

Evidence Base Appendix 1

Document	Scope
<p>An Assessment of the Impact of the Household Growth proposals on the Water Resources Supply Demand Balance for the East of England - A Report to Inform the Environment Agency's Response to RSS14 Consultations</p> <p>Environment Agency - July 2005</p>	<p>An analysis of the impacts of housing growth forecast within the East of England Spatial Strategy on the supply of and demand for water within the region.</p>
<p>Historic Settlement Character Assessment</p> <p>Great Dunmow, Henham, Great Chesterford, Newport, Saffron Walden and Stansted Mountfitchet</p> <p>Uttlesford District Council - August 2007</p>	<p>Assessment of the environmental capacity of the settlements studied to accommodate future growth.</p>
<p>Selected Review of Local Wildlife Sites in Uttlesford</p> <p>Essex Ecology Services Ltd (ECCOS) - October 2007</p>	<p>The study looked at 83 existing Local Wildlife Sites (LoWS) along the A120 and West Anglia Rail corridors to identify the status of the current network, assessing the sites against the current selection criteria for Essex and identifying new sites with the potential opportunity for wildlife corridors between LoWS. Nine new sites were added, 10 were deleted and the boundaries of some sites have been changed.</p>
<p>Uttlesford Strategic Flood Risk Assessment</p> <p>JBA Consulting - October 2007</p>	<p>To investigate and identify the extent of flood risk in the area and to supplement current flood policy guidelines and provide a risk based approach to development control.</p>

Table 1.1 The Evidence Base

Appendix 2 Glossary

This glossary of terms is intended to provide a guide to frequently used phrases and terminology.

B1 development

Development which is offices (other than financial services); research and development of products and processes; or light industry

B2 development

Development which is used for the carrying out of an industrial process other than one falling in to class B1, sometimes known as General Industrial development

B8 development

Development used for storage or distribution

CO2e

An abbreviation of 'carbon dioxide equivalent' and is the internationally recognised measure of greenhouse emissions.

Countryside Protection Zone (CPZ)

The area of countryside or land, surrounding Stansted Airport, which is protected from inappropriate development in order to prevent the coalescence of developments

Development Plan Document (DPD)

The statutory documents with development plan status. For Uttlesford they will include the Core Strategy; Site Specific Policies; General Development Control Policies and a Proposals Map.

Local Strategic Partnership (LSP)

A partnership of voluntary, public and private groups and organisations which manage the production of the local area's Sustainable Community Strategy.

Metropolitan Green Belt (MGB)

The area of countryside or land, surrounding Greater London, that is protected from inappropriate development in order to prevent the sprawl of existing built-up areas and to protect the openness of the countryside.

Primary Care Trust (PCT)

West Essex PCT holds the NHS budget for the 270,000 people who live in Epping Forest, Harlow and Uttlesford. It is responsible for improving primary care and the health of the local population.

Glossary Appendix 2

Regional Spatial Strategy for the East of England (RSS 14)

The RSS, otherwise known as the East of England Plan, incorporating the Regional Transport Strategy, provides a spatial framework to inform the preparation of local development documents, local transport plans and regional and sub regional strategies and programmes that have a bearing on land-use activity.

Strategic Environmental and Sustainability Appraisal (SEA/SA)

This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in development plans

Sustainable Development

A widely used definition is 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs' (World commission on Environment and Development 1987)