

Uttlesford Core Strategy - Comparative Sustainability Assessment, January 2010

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Introduction 1

Background

1.1 Uttlesford District Council is preparing a Local Development Framework (LDF) to replace the Uttlesford Local Plan, adopted in 2005. The key document in the new LDF is the Core Strategy. In January 2007 the Council published a consultation document for the Core Strategy called Policy Choices and Options for Growth. This considered nine growth options. Taking into account the results of the evidence base, the representations received, the sustainability appraisal and an assessment of the options against the objectives of the Core Strategy the Council agreed that the following 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

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

1.2 The Council's preferred option for delivering the housing growth needed in the District was a new settlement of 3,000 homes to the north east of Elsenham. Further consultation on the preferred options for the Core Strategy took place between November 2007 and January 2008. A large number of people objected to the preferred strategy and many of them asked specific questions relating both to the process by which the preferred option was arrived at and the way in which the development would work. Other consultees requested further information on a number of topics. The Government Office in particular felt the Council should make the links clearer between the evidence base and the preferred options identified in the consultation document.

1.3 This document links the sustainability work which has already been carried out, the questions and concerns of residents and the evidence base and information provided by stakeholders to come to some conclusions about the sustainability and deliverability of the preferred option and to compare this with the other options. This documents deals specifically with the new settlement element of Option 4. The distribution of the remaining element of Option 4 is dealt with in separate documents.^{(1) (2)}

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- 1 Option 4 - Suggested Distribution of Housing Appendix to Item 2b) Environment Committee 24 November 2009
 - 2 Option 4 - Suggested Distribution of Housing-Draft Sustainability Appraisal November 2009

1 Introduction

Process of Selecting Option 4

1.4 In response to the Preferred Options Consultation significant numbers of people objected to the way the decision on option 4 was reached. These concerns centred around the following the issues:

- Challenge to national/regional policy e.g. number of homes not needed etc
- How the decision was made
- The arrangements for consultation on the preferred options
- Has the proposal been properly assessed?
- Have other alternative options/locations been properly investigated?

1.5 These questions are not dealt with in detail in this document. In order for the Core Strategy to be found sound at examination it must make provision for the number of homes set out in the East of England Plan ⁽³⁾. In terms of the consultation the final decision has not been made and there will be further opportunities for comment. Since the Preferred Options consultation additional study and assessment work has been done and has been taken into account in preparing this document. This work will be subject of further consultation in February-April 2010. The Council will consider the responses to this consultation before publishing the submission Core Strategy for consultation later in 2010. The responses to the submission document will be sent to the Secretary of State for consideration as part of the examination process to check that the Core Strategy is sound before it can finally be adopted - currently programmed to be in 2011.

Sustainability Objectives

1.6 The sustainability objectives for the Core Strategy have been developed in the work done by White Young Green. The sustainability appraisal work carried out so far is available on the Council's website. The sustainability objectives which have been developed through public consultation are listed below. These are the sustainability objectives which are used in this document to test the various options.

Sustainability Objectives	
1.	Enhance and conserve the countryside
2.	Retain and enhance biodiversity
3.	Conserve the historic built environment
4.	Provide a high standard of design and maintenance for historic buildings and their surroundings
5.	Reduce and control noise
6.	Reduce and control pollution of air, water and soil

3 East of England Plan - The Revision to the Regional Spatial Strategy for the East of England, May 2008

Introduction 1

Sustainability Objectives	
7.	Conserve energy and improve the efficient use of natural resources
8.	Deal with threats posed by flooding
9.	Reduce waste and increase recycling
10.	Encourage the use of public transport, walking and cycling
11.	Integrate modes of transport and concentrate development and facilities in town centres
12.	Improve rural public transport
13.	Reduce the number of road casualties and ensure ease of pedestrian movement especially for the disabled
14.	Reduce the level of violent crime and burglary and fear of crime
15.	Reduce vandalism and anti social behaviour-especially linked to drugs and alcohol
16.	Improve access to healthcare facilities
17.	Improve sports and cultural facilities
18.	Improve services for young people
19.	Provide housing to meet local needs, especially affordable housing for young people and low paid workers
20.	Reduce inequalities between areas, promote social inclusion and support cultural identity
21.	Improve school leavers' qualifications and training
22.	Help socially and environmentally responsible business growth
23.	Support the rural economy and village facilities
24.	Ensure the vitality of town centres

Table 1.1 Sustainability Objectives

Development of the New Settlement Proposal by Fairfield Partnership

1.7 The new settlement at Elsenham is being promoted by The Fairfield Partnership. To feed into the work on the Core Strategy and to support their proposal, Fairfield Partnership have done some preliminary assessment work:

- Initial Road Link Capacity Assessment, Land East of Elsenham, Essex , WSP. July 2006
- Elsenham Ecological Assessment, LDA Design, February 2007

1 Introduction

- Elsenham Settlement Study, LDA Design, February 2007
- Elsenham Landscape and Visual Assessment, LDA Design, February 2007
- Strategic Land north-east of Elsenham Preliminary Utilities Appraisal and Outline Drainage Strategy. WSP, December 2007
- Designated Sites Report, LDA Design, March 2009
- Archaeological Desk Based Assessment, Lorraine Darton and Paul Chadwick, December 2007

1.8 This initial study work fed into the development of the

- Strategic Master Plan Vision, January 2008. This includes an overview of the land use and landscape; hydrology; ecology of the area, and the strategic design of the development, including green infrastructure and the concept of the Elsenham Green Ring; road, rail and pedestrian access; types of uses which will be included in the development and an energy strategy.

1.9 All the documents are available on the Fairfield Partnership website at www.elsenham-info.co.uk.

1.10 In 2007 Fairfield Partnership submitted the Elsenham new town project as an Eco Town bid to the Department of Communities and Local Government (DCLG). The site at Elsenham was included on the initial shortlist list and subject to further viability assessment, sustainability appraisal and scrutiny by a challenge panel. The final Planning Policy Statement (PPS) on Eco Towns was published as a supplement to Planning Policy Statement 1: Delivering Sustainable Development in July 2009 but Elsenham is not included in the final list of locations with potential to be an eco town. In the Location Decision Statement which was also published by DCLG in July 2009 North East Elsenham is identified as one of two locations where additional funding could be made available to support further work to resolve outstanding deliverability issues. The statement identifies Elsenham as a location which could have the potential to meet the sustainability and deliverability requirements for successful development as an eco-town if these issues can be resolved. In December 2009 the Minister for Housing announced that a further nine proposals submitted by local authorities covering 14 locations would be taken forward for further planning and feasibility work to test whether potential development in these areas could meet the standards set out in the Eco-Town PPS. Elsenham is not included in this list.

Structure of this Document

1.11 Each chapter of this document looks at a different topic which reflects the issues of concern to local residents and other consultees. The relevant sustainability objectives and themes from the sustainable community strategy are included under the Links section as a reminder of the aims and objectives that the Core Strategy must address. Some brief facts and figures are provided to give a background to the current situation.

Introduction 1

Although worded differently many of the questions asked by the objectors raise similar issues and for the purposes of this report they have been summarised and amalgamated. The Council's response to the issues raised draws on information provided by service providers and evidence from study work. The comparison with other options looks at the sustainability appraisal carried out by White Young Green in more detail and assesses the likely impacts of moving away from the preferred option to an alternative. In addition to the four options listed above and in order to make this assessment as comprehensive as possible the other new settlement options which have been submitted to the Council through previous consultations and in response to the Strategic Housing Land Availability Assessment (SHLAA) are also included. These are at Easton Park to the north west of Great Dunmow; Boxted Wood and Andrewsfield, two separate proposals to the east of Stebbing; Chelmer Mead, between Great Dunmow and Felsted; and land to the north east of Great Chesterford. In response to the preferred options consultation there has been some support for an option which spreads development throughout all villages in the district. Although this was considered originally and discounted because it performed less well than the other options in sustainability terms it is included in this analysis for comparison and is referred to in the tables as Option 5.

1.12 In relation to each of the issues the options are scored against the relevant sustainability objectives. This is to try and give each option a numerical score which might help in comparing options. A score of 2 means that this option is most likely to meet the objective. A score of 1 indicates that there are some issues with the option which would need to be overcome and options least likely to contribute to meeting the objective are given a score of 0. The scores are then added together in the conclusions section to give an indication of which options are most likely to meet the sustainability objectives overall.

1.13 For each issue there is also a list of requirements that the Council will expect to see at various stages of the development process to deliver the development in a sustainable way that meets the objectives and addresses the issues and concerns raised by service providers and local residents.

1 Introduction

Affordable Housing 2

Introduction

2.1 There is a high level of need for affordable housing in Uttlesford and the need to deliver it is one of the key priorities of the Core Strategy.

Links

Sustainability Objectives

The key sustainability objectives relating to the provision of affordable housing are:

- 19. Provide housing to meet local needs, especially affordable housing for young people and low paid workers
- 20. Reduce inequalities between areas, promote social inclusion and support cultural identity

Sustainable Community Strategy Theme

- Children and Young People Matter
- Staying Healthy

The Current Situation

- The baseline information profile prepared by Essex County Council for the district ⁽⁴⁾ demonstrates that overall the average house price for Uttlesford in 2008 at £305,684 was significantly higher than the average for the East of England Region (£225,967) and England as a whole (£220,310) (Communities & Local Government, 2009)
- Although the average earnings of people living in Uttlesford in 2008 at £601.60 per week were higher than the average for the Eastern Region (£498.70) and Great Britain as a whole (£479.30) (www.nomisweb.org) there is still a large affordability gap and around 10 times the average annual income would be required to buy an average priced home. Virtually no owner occupied housing is affordable to those earning less than £30,000 a year ⁽⁵⁾
- Total number of household on the housing waiting list at 1 April 2009 was 1,146 (UDC) .

4 Uttlesford Council, Strategic Environmental Assessment, Baseline Information Profile 2009-2010, Essex County Council

5 London Commuter Belt (East)/M11 Sub-Region Strategic Housing Market Assessment Report Executive Summary, October 2009

2 Affordable Housing

- The Strategic Housing Market Assessment 2008 has shown that based on 2007/08 houses prices, the Council should be asking for about 70% affordable housing on all development sites. This becomes lower if the figures are based on long term house price trends but would still require about 49% to be affordable to meet current needs. A study to assess the viability of these figures has been commissioned.
- 600 affordable homes have been provided over the period from 2001 to 2009. A further 421 affordable homes had planning permission at April 2009 (ECC/UDC monitoring 2009)
- The district is less deprived than the county average in all categories except barriers to housing and services where the district is ranked fourth worst in the county (Source: Communities and Local Government)

2.2 The preferred Core Strategy policies continue the current policy approach in the Uttlesford local plan 2005. This will require 40% affordable housing in schemes of over 15 units or sites of more than 0.5ha.

2.3 Sites of 100% affordable units for local people will also be permitted on certain sites in rural areas as an exception to normal policies when they are provided in association with a Registered Social Landlord.

Questions and Issues

2.4 The key questions raised by objectors to the Elsenham proposal are:

Questions

What percentage of the proposed affordable housing is it anticipated would be allocated to persons from within the district?

Can I have a guarantee that my children/grandchildren in Henham will be prioritised to be able to purchase a house from the affordable housing allocation?

What falls within the term affordable housing. Will this be housing association (right to buy) or council offered accommodation for rent or a proportion. Who will be entitled to occupy this affordable housing? What type/size of housing will this be? Who are the targeted occupiers?

Why has the council chosen to locate a significant number of affordable housing in one location? Would it not be fairer to incoming and existing residents to have these more evenly spread across the district?

How will you make sure that any affordable housing remains affordable/how long will the housing stay affordable?

Affordable Housing 2

As well as affordable housing is it true that you intend to put up a lot of housing for immigrants?

Response to the Issues Raised

2.5 If current policy continues, 40% of the 3,000 homes at Elsenham would be affordable, giving a total of 1,200 homes up to 2024. The Strategic Housing Market Assessment ⁽⁶⁾ however, has shown that based on 2007/08 prices the Council should ask for 69.3% affordable housing on all development sites. Based on longer term trends 48.5% affordable housing would be required to meet current needs. The actual requirement will be determined through the Core Strategy once additional viability work has been carried out. The SHMA predicts a widening gap between prices and incomes over time.

2.6 The Council would expect the housing to be a mix of house types and sizes which would include family homes as well as flats. Following the delivery of higher numbers of flats in recent years the Council is now looking for a larger proportion of family houses but the Council will discuss exact requirements with developers at the application stage depending on the needs of those on the housing register and in housing need at the time.

2.7 All the affordable housing will be provided through a Housing Association. The Council's current policy is to require the type of housing to be split 70% rented and 30% shared ownership. In the current financial situation, however it is becoming more difficult to obtain a mortgage for shared ownership and this percentage split may need to be reviewed in the future.

2.8 In terms of distribution the Council will require that the affordable units are spread across the development. Households in affordable housing are less likely to have access to private transport so they need to be in locations with good access to transport, community facilities and employment opportunities. They should be in areas served by an hourly bus service ideally where this includes am and pm peak time services. The new settlement option would enable this to be provided.

2.9 Under the Council's current housing allocations scheme, people living in the district or with a local connection e.g. with relatives living in the district would score more highly in terms of the rented accommodation than those without any local connection. The shared ownership housing would be available to anyone who meets the HomeBuy criteria. HomeBuy is a government funded initiative which helps people gain access to low cost affordable homes through a range of options. Details are available on the HomeBuy website at www.homebuy.co.uk.

2.10 Under current policy the socially rented housing would remain in perpetuity. People living in shared ownership schemes do have the opportunity to increase the share they own.

6 London Commuter Belt (East)/M11 Sub-Region Strategic Housing Market Assessment. ORS 2008

[illegible]

Affordable Housing 2

Sustainability Objectives		Option 4 with new settlement at:								Op5
		Op1	Op2	Op3	Elsenham/ Henham	NE of Gt Chester- ford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	
20.	Reduce inequalities between areas, promote social inclusion and support cultural identity	1	2	2	1	1	1	1	1	1
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 2.1 Affordable Housing Scores

Conclusions and Mitigation

2.15 Option 4 will make a significant contribution towards the delivery of the affordable housing required in the District. The combination of development at Elsenham, with smaller scale development in the towns and villages will go some way towards meeting affordable housing needs in other parts of the district. The following requirements should be addressed.

What	How	When	Who
Update assessment of affordable housing need	UDC commissioned Strategic Housing Market Assessment, jointly with other Local Authorities	Final report November 2009. Viability assessment to follow - from January 2010	UDC, Stakeholders (registered social landlords, developers, estate agents, parish councils and community groups)
Develop clear policy framework	Through consultation, based on evidence	Core Strategy Development Control DPD	UDC Consultees (as above)

2 Affordable Housing

What	How	When	Who
Housing built meets requirements for affordable housing in terms of numbers, type, tenure and size	Negotiation Legal Agreement	Development of Master Plan Planning Application	UDC Development Company Registered Social Landlord
Provide alternative ways of delivering new homes	Land allocated within the site for self/co-operative building initiatives	Development of Master Plan Planning Application	UDC Development Company
Provision of at least an hourly bus service with am and pm peak time services	Negotiation Legal Agreement	Planning application	UDC Development Company ECC Bus operators

Table 2.2 Affordable Housing Mitigation

Archaeology 3

Introduction

3.1 Uttlesford is rich in archaeological heritage. The majority of archaeological sites and deposits in the district remain buried, hidden and therefore preserved. These sites are a finite and non-renewable resource. As a result it is important to make sure that they are not needlessly or thoughtlessly destroyed.

Links

3.2 There are no specific sustainability objectives about archaeology but the need to conserve the historic built environment is highlighted.

Sustainability Objectives

- 3. Conserve the historic built environment

Sustainable Community Strategy Theme

- Protecting the Environment

The Current Situation

- The known archaeological resource in the District is very varied and highly significant with records of archaeological sites and finds recorded on Essex County Council's Essex Historic Environment Record (EHER). The deposits range in date from the Palaeolithic period, through to more recent structures related to the Cold War. The sites on the record represent only the known deposits with many new sites being identified each year. New finds should be recorded and preserved in the most appropriate way.
- The Core Strategy approach is to maintain the Council's long standing strategy of protecting historic features.

Questions and Issues

Questions

Will a site investigation on the known archaeological sites be carried out before any final decision is made and what are the plans for preserving any historical remains that are found?

3 Archaeology

Response to the Issues Raised

3.3 A desk based assessment has been carried out on behalf of the Fairfield Partnership ⁽⁷⁾ The conclusion of this report is that the proposed development of the Elsenham site could have an archaeological impact and that an archaeological evaluation will be required before any planning permission is granted. This survey work could include fieldwalking, and trial trenches to establish the likelihood of archaeological deposits being present. Once the extent of any deposits is known then a programme of mitigation to record/preserve the remains can be devised in consultation with the Historic Environment Management Team at Essex County Council.

3.4 The consultants report is available on the developers website at www.elsenham-info.co.uk

3.5 The Senior Historic Environment Officer at the County Council considers that the proposed development is in a highly sensitive area of archaeological deposits and also within a highly sensitive historic landscape. It is essential that the archaeological survey work recommended in the desk based assessment set out above is undertaken prior to the submission of a planning application as part of an EIA assessment to fully understand the impact of the proposals on the historic environment.

Comparison with Other Options

3.6 In order to inform the LDF process Essex County Council has carried out an assessment of the historic environment within Uttlesford. ⁽⁸⁾ This document assesses the various Historic Environment Character Zones within the District against a range of criteria including sensitivity to change in response to medium to large scale development. In terms of the new settlement options the Elsenham and Henham area is identified as being most sensitive to change. Least sensitive to change is the Easton Park site which has limited sensitivity due to the work which was carried out to construct the airfield. The majority of the site at Chesterford lies within an area which is likely to have a considerable impact on the historic environment of the area. However the area of the site which immediately adjoins the village is highly sensitive to change due to the significance and extent of the archaeology. Boxted Wood/Andrewsfield and Chelmer Mead are both within areas where development is likely to have a considerable impact on the historic environment of the zone.

3.7 In relation to options 1, 2 and 3 those sites which are least sensitive tend to be in the outer areas of the main towns where modern development predominates. Development beyond the current boundaries of the settlements would tend to fall into more sensitive zones where landscape features and the potential for below ground deposits make the area sensitive to change - this would also apply to option 5 where development would be on the edge of the rural settlements.

7 Archaeological Desk Based Assessment, Land at Elsenham Essex, Lorraine Darton and Paul Chadwick, December 2007,

8 Uttlesford District Historic Environment Characterisation Project 2009, Essex County Council

Archaeology 3

3.8 In some cases the identified zones are quite large and it may be possible to mitigate the more adverse impacts. Additional work would be required in all cases to produce information at a more site specific level for the Environmental Impact Assessment in advance of the submission of a planning application.

Sustainability Objectives		Op1	Op2	Op3	Option 4 with new settlement at:					Op5
					Essexham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	
3	Conserve the historic built environment (looking specifically at archaeology)	1	1	1	0	0	1	2	1	1
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 3.1 Archaeology Scores

Conclusions and Mitigation

3.9 The preferred new settlement option is in a highly sensitive area of archaeological deposits and also within a highly sensitive historic landscape. It is essential that the archaeological work recommended in the desk based assessment carried out on behalf of the development company is done as set out below.

What	How	When	Who
Assess extent and quality of Archaeology	Full Evaluation following an agreed programme. This could include: - Field Walking - Geophysical survey - Trial Trenches	As part of Environmental Impact Assessment (EIA) and planning application process	Development Company ECC Historic Environment Management Team UDC
Assessment of impact on historic environment	Integrated approach bringing together the	As part of EIA and planning application process	Development Company

3 Archaeology

What	How	When	Who
	historic landscape, archaeology, and historic built environment		ECC Historic Environment Management Team UDC
Mitigation Measures e.g. Recording Preservation in situ	In accordance with an approved scheme of investigation	Before development starts on site	Development Company ECC Historic Environment Management Team UDC

Table 3.2 Archaeology Mitigation

Character 4

Introduction

4.1 Protecting the character and quality of the environment within the District is one of the key strands of the vision for the Core Strategy. This has to be achieved while at the same time delivering the additional growth required in the East of England Plan.

Links

Sustainability Objectives

- 1.Enhance and Conserve the Countryside
- 2.Retain and Enhance Biodiversity
- 3.Conserve the historic built environment
- 4.Provide a high standard of design and maintenance for historic buildings and their surroundings

Sustainable Community Strategy Theme

- Protecting the Environment

The Current Situation

- The proposed development site to the north east of Elsenham is for the most part agricultural land. According to the Provisional Agricultural Land Classification of England and Wales Map the majority of the site is Grade 2 with the land adjoining Elsenham being Grade 3 Agricultural land. However land between Old Mead Road and the railway line is used for the storage of building materials and vehicles. East of Old Mead Road are redundant poultry buildings.
- The land is not within the Metropolitan Green Belt.
- The site lies beyond the 54 dB(A) leq noise contour ⁽⁹⁾ where the site's exposure to aircraft noise does not preclude major housing development, consistent with advice in Planning Policy Guidance Note 24 - Planning and Noise.
- The site does not contain or adjoin any Sites of Special Scientific Interest, Local Wildlife Sites, or Ancient Woodlands. Neither does the site contain or adjoin any Ancient Monuments, Historic Parklands, or Historic Landscapes. There are no

9 BAA planning application for Generation 2; Environmental Statement Volume 3 on Air Noise. Appendix 5 Figure 12 Base Case Summer Average day LAeq 16 hr 54dB Air Noise Contour

4 Character

listed buildings within the development site but a small number are adjacent to the site. Church Street, heading west out of Henham is a Protected Lane. The nearest Conservation Area is at Henham.

- The majority of the site lies within Flood Risk Zone 1 with only a part of Old Mead Road lying within Flood Risk Zone 3b.

4.2 Fairfield Partnership, have commissioned a number of studies ⁽¹⁰⁾ ⁽¹¹⁾ which look at the impact of the proposed development. These are available on the website created by Fairfield to share information about the proposal at www.elsenham-info.co.uk or to view at the Council Offices in Saffron Walden.

4.3 The Landscape and Visual Assessment highlighted the following issues.

- Generally the site is unconstrained by existing planning policies for landscape across the main area of the site
- Separate investigations may be required for archaeology
- The site is not generally visible from the centres of either villages
- The most sensitive issue is the protection of the separate and rural character of Henham and how to protect the positive and attractive aspects of its approach, character and setting.
- The historic core of Elsenham should be enhanced and protected
- Landscape areas highlighted as characterful or special in some way should be respected in the formulation of a green space strategy
- The surrounding footpath and bridleway network is extensive and should influence the green space strategy and the proposed masterplan
- Separate studies will be required for hydrology, the possible effects of the landfill site next to the site, services and other infrastructure
- Existing ponds, ditches and hedgerows should be retained and managed to promote their nature conservation value.
- Local settlement pattern and the building vernacular is distinctive and this and the traditional palette of building materials should inform the future design and layout of the development.

10 Elsenham Landscape and Visual Assessment, LDA Design, February 2007

11 Elsenham Ecological Assessment LDA Design February 2007 Elsenham Settlement Study LDA Design, February 2007

Character 4

Questions and Issues

Questions

Please tell me how our community/the area will benefit from this large development? Have you considered the effect that this sudden large scale growth will have on residents of Elsenham and Henham, their environment and way of life? What plans are there to protect the special character of this area/minimise damage to the landscape?

Why is a settlement planned connecting Elsenham and Henham when the District Vision says villages will be separate entities with green space between them? How will these houses preserve and enhance the separate entities of Henham and Elsenham?

How will the existing villages of Elsenham and Henham be segregated from the new settlement?

What minimum separation distance will the Council impose to ensure that the development does not coalesce with Henham?

What process/surveys have been done to assess the impact on the character of the area? What methodology did it undertake to compare and contrast this with other option?

In the document it says "less development in the towns and villages will protect their historic character and distinctiveness, - where is the evidence for this? Could you please explain how building 3,000 houses between Henham and Elsenham will protect their historic character? Why is the reasoning that protects other communities not applicable to Henham and Elsenham

Henham has been named as a village of special English Character - how will this development affect this and the surrounding countryside?

How much good arable land will be lost? Are there any guidelines or regulations relating to the loss or use of agricultural land? Where will the crops that we need grow?

Current policy is to protect the countryside for the countryside's sake. Please explain what this means and why this justifies refusal for one house but not for 3,000.

What about the existing wildlife/local ecology/habitats. Are there any rare or endangered species of animals or flora in the area? What studies have been carried out to show the effect of the development on habitats and species.

For how much longer will we be able to enjoy the magnificent sight of the stars in our part of the sky?

4 Character

As a number of footpaths cross through the proposed area of development in Option 4 can you please advise what detailed consideration has been given to preserving these rights of way and the existing amenity that they afford to the residents of both Henham and Elsenham?

Small villages will cease to exist and become towns. Why do you want to spoil this area? How will you prevent this?

More people in the immediate vicinity will result in overcrowding of the countryside. What will be the ripple effect of 3,000 dwellings on the surrounding countryside?

What will be the impact on historic settlements? What are the Council's proposals to protect and enhance Stansted from increase traffic through development?

Does the proposal for option 4 affect any listed buildings or the setting of listed buildings and if so what are the Conservation Officers comments? Please provide a list of all listed buildings affected by this proposal and the Conservation Officer's comments.

The special landscape of the area will be damaged – how do you reconcile option 4 with Gordon Brown's pledge to protect the green belt.

Why is the council prepared to ignore their policies and destroy the intrinsic character of Henham and Elsenham settlements by supporting option 4, this will only urbanise the area by linking the two settlements and by its juxtaposition with Stansted Airport as well?

Why is a single site development perceived to be the best option when it is clearly the worst option for the environment and character of the district's villages?

How can the existing area cope with this amount of traffic and remain a rural environment?

What will be done to minimise any visual impact of the new town. Particularly due to industry/commerce upon Henham?

Would Old Mead Lane continue to be part of Henham as we have been or will we find ourselves swallowed up in a new airport dormitory.

Response to the Issues Raised

4.4 English Heritage in their representations have expressed concern about the potential impact of additional development on Great Dunmow and Saffron Walden. They advise that both settlements have a high sensitivity to change having already subject to considerable recent expansion. English Heritage's view is that recent development on the edge of Great Dunmow has not been well integrated, or designed to respect the character of the town and the capacity of Saffron Walden is also

Character 4

constrained due to its historic character and street pattern. English Heritage concludes that the concentration of development is likely to offer the best option in terms of preserving the rural character of the district overall and supports the preferred option.

4.5 English Heritage's support of the preferred option comes with the following caveats. Firstly that the potential coalescence between Henham and Elsenham must be addressed to maintain separation with a significant green area retained between the two settlements. The fact that the southern edge of Henham is not historic in character should not suggest that continuous development between settlements would be desirable. Secondly that the quality of urban design must be given the highest priority to ensure that the new settlement is appropriate to its context and has a sense of place and lastly that an assessment of archaeological interest is carried out.

4.6 Natural England (NE) supports option 4 as the most sustainable of the four solutions examined but is concerned to see that detrimental impacts on the landscape character and biodiversity are avoided where possible, that adverse effects are mitigated and that an objective of the development should be to enrich the natural resources of the area. Natural England's policy position is set out in *The Countryside In and Around Towns*.⁽¹²⁾ It outlines a vision for connecting town and country in the pursuit of sustainable development and identifies 10 key functions for open land around urban areas. The green ring of undeveloped land at the edge of the development will meet some of these functions by providing natural and managed green areas.

4.7 A detailed appraisal of the landscape will need to be done as part of the master planning process and Natural England expect to see appropriate design solutions. A comprehensive landscape strategy should be developed and where required screening schemes should be implemented well in advance of development. Natural England wants to see a close visual and functional relationship established between the new settlement and the surrounding countryside.

4.8 Green space provision within the new urban area will be vitally important in the form of a coherent network of open spaces and greenways designed to meet the community's needs for informal greenspace which closely relates to the form, structure and character of the new settlement within the broader landscape and which provides safe access to the surrounding countryside.

4.9 There are no listed buildings within the potential development area. Two listed buildings, Old Mead on Old Mead Road and the waiting room at Elsenham Station, will potentially be surrounded by new development. The other main concentration of listed buildings in Elsenham is around Elsenham Cross and along Henham Road. Protecting the character and setting of these listed buildings will be an element of the master planning process. There is a significant number of listed buildings in Henham but these are some distance from the site boundary, and there will be further visual separation by the 'Green Ring' proposed by the developers. It is unlikely that the development will directly impact on the character and setting of these buildings.

12 *The Countryside in and Around Towns-A vision for connecting town and country in the pursuit of sustainable development* Countryside Agency & Groundwork 2005

4 Character

4.10 The area between Elsenham and Henham is not designated as Metropolitan Green Belt.

4.11 The Council has commissioned a landscape character assessment of the whole district. ⁽¹³⁾ This study was based on Countryside Agency guidance and best practice. The full report is available on the Council's website. The site in Elsenham falls within the larger character area identified as the Boxted Farmland Plateau. The area is identified as having a moderate to high sensitivity to change. Sensitive key characteristics and landscape elements within this character area include blocks of mixed deciduous woodland (visible on the horizon) and scattered trees within field boundaries. The open nature of the skyline of higher areas of plateau is visually sensitive, with new development potentially visible within expansive views across the plateau. A detailed landscape appraisal will need to be done to identify the sensitive key characteristics of the development site and how the development should mitigate against the impact.

4.12 Throughout Henham Conservation area and along the peripheries of the settlement significant open spaces, ponds and extensive tree cover enhance the scale of individual buildings of importance and often serve as a buffer between the historic core and more modern developments. Distinctive boundary hedges of considerable visual merit and historic importance frequently link buildings and open spaces to provide overall cohesion. These hedges, fences and green spaces are an essential component of the village's cultural heritage contributing significantly to the overall quality of the conservation area generally.

4.13 Fairfield's Strategic Master Plan Vision shows development only extending as far north as Old Mead Lane and that part of the development site adjoining Mill Road ('Great Hide Common') being a significant element of the 'green ring'. Development south of Old Mead Lane is too far from the conservation area to impact on the historic core of the village. Land north of Old Mead Lane is shown as a potential future expansion area and similarly indicates a countryside gap between the potential development and Henham. It is this potential future expansion which is likely to have a greater impact on the conservation area and the landscaping of the countryside gap is very important, to make sure that trees, hedges and open spaces continue to enhance the overall quality of the conservation area.

4.14 Of the total site area approximately 265 ha is agricultural land, most of it is grade 2. The development of the site would result in the loss of 0.4% of the total agricultural land in the District. Some of the parcels of land are relatively small and constrained by roads and the railway line.

4.15 In 2007 the Council commissioned a review of the Local Wildlife Sites along the A120 and B1383 corridors. A copy of the report can be found on the Council's website. There are no Local Wildlife Sites within the development area.

13 Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Localscape Character Assessments, Chris Blandford Associates, September 2006

Character 4

Comparison with Other Options

4.16 The environmental impacts arising from all five of the preferred options appear to be largely consistent with each other. However there is greater potential to appropriately mitigate against negative impacts with a new settlement where greater control is more manageable over one site as opposed to many because the scope for management arrangements is related to the scale of development.

4.17 In relation to sustainability objective 1 to enhance and conserve the countryside all the options move away from this objective. Brownfield land and urban capacity is limited. What is available has already been taken into account in the calculations to determine how much additional land is required. All options will therefore result in the loss of Greenfield land.

4.18 All options could potentially have an adverse impact on landscape character. Option 1, Great Chesterford and Chelmer Mead are all in areas with a high sensitivity to change. Elsenham, Boxted Wood/Andrewsfield and Easton Park are in areas with moderate to high sensitivity to change. Options 2, 3 and 5 will involve development in areas of moderate and high sensitivity of change depending whether the development sites are on farmland plateaux or in river valleys.

4.19 All options 1-5 (including the other new settlement options) have uncertain impacts in relation to objective 2 to retain and enhance biodiversity. However, the sites at Elsenham and Great Chesterford contain no national or locally protected sites. Boxted Wood adjoins an ancient woodland/Local Wildlife Site. Easton Park contains an Ancient Woodland, Local Wildlife Sites and Easton Lodge Gardens. The Flitch Way Country Park and Local Wildlife Site runs through the Chelmer Mead site. Detailed ecological assessment will be required for each area and a management programme devised to limit negative impacts. Impacts can be adequately managed if given suitable priority and attention throughout the development. Habitat areas lost to development will need to be replaced elsewhere through habitat recreation. Moving species to another site, is another option but this should only be considered as a last resort.

4.20 Options 1-3 and 5 perform less well than option 4 in meeting objective 3 to conserve the historic built environment. The impact of additional transport demands associated with the increased development is highlighted as a potential threat to the historic built environment. Significant development has already occurred and is planned at Saffron Walden and Great Dunmow and a new settlement will provide greater protection to key aspects such as historic importance and the intrinsic character of the existing towns and villages. No difference is identified between the new settlement proposals.

4.21 Options 1-3 and 5 perform less well than option 4 in meeting objective 4 to provide a high standard of design and maintenance for historic buildings and their surroundings because there is greater potential for concentrated urban development to impact on historic buildings and their surroundings. Development of a new settlement will reduce negative impacts and allow for design and maintenance measures to be more successfully implemented. Chelmer Mead is the only new settlement option which

4 Character

would have direct impact on a conservation area or concentrations of listed buildings as the site surrounds Little Dunmow Conservation Area. Within Easton Park there is a small collection of listed buildings at Easton Lodge which lie within the site.

Sustainability Objectives		Option 4 with new settlement at:								
		Op1	Op2	Op3	Elsenham/ Henham	NE of Gt Chester- ford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	Op5
1.	Enhance and conserve the countryside	0	0	0	0	0	0	0	0	0
2.	Retain and enhance biodiversity	1	1	1	1	1	0	0	0	1
3.	Conserve the historic built environment	0	0	0	1	1	1	1	1	0
4.	Provide a high standard of design and maintainance for historic buildings and their surroundings	0	0	0	1	1	1	1	1	0
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 4.1 Character Scores

Conclusions and Mitigation

4.22 There has to be development of greenfield sites because there is not enough brownfield land available to meet the district's development needs. In this situation the key message will be that development needs to be planned from the start within the context of it's rural location. Development should be linked to the wider countryside, important landscape features should be protected and significantly in terms of a new settlement at Elsenham the land between Elsenham and Henham must be protected as greenspace which prevents development joining the two settlements but also functions as usable green space as part of the development.

Character 4

What	How	When	Who
Retain significant green area between Elsenham and Henham	Through Master Planning Process Condition	Master Plan Planning Application	Developer UDC Essex County Council English Heritage CABE/Inspire East
Achieve Good Quality Urban Design including soft and hard landscaping	Best Practice/ Examples Master Planning Process	Master Plan Planning Application	Developer UDC Essex County Council English Heritage CABE/Inspire East
Develop Comprehensive Landscape Strategy to include protection of Henham Conservation Area and historic buildings	Detailed Landscape Appraisal Historic Settlement Character Assessment Conservation Area Appraisal Mitigation	Screening (where required) in advance of development Master Plan Planning Application	Developer UDC Essex County Council English Heritage CABE/Inspire East
Protection of Ecological Resources	Detailed ecological assessment Management Programme Mitigation for any habitat areas lost to development	EIA/ Planning Application	Natural England/Essex Wildlife Trust UDC Essex County Council Development Company CABE/Inspire East

4 Character

What	How	When	Who
Residents should have access to green space within the development and links to the countryside beyond	Coherent network of open spaces and greenways within the development	Master plan Planning Application	Natural England/Essex Wildlife Trust UDC Essex County Council Development Company CABE/Inspire East

Table 4.2 Character Mitigation

Employment 5

Introduction

5.1 Uttlesford is an affluent area with a highly educated population. Unemployment is currently at 3.3% (NOMIS 08/ 09) which despite having trebled during the current recession is below national and regional figures. The key issues are high levels of out commuting from the District leading to pressures on the transport infrastructure and availability of the right accommodation. Uttlesford Local Strategic Partnership commissioned an employer and business survey in 2009.⁽¹⁴⁾ The survey results did not show that business were finding skills shortages a particular problem. However, the need for larger premises to facilitate expansion was given as the main reason by those businesses who were considering locating outside the District.

Links

Sustainability Objectives

- 22. Help socially and environmentally responsible business growth
- 23. Support the rural economy and village facilities

Sustainable Community Strategy Theme

- Developing Business

The Current Situation

- Uttlesford has a working age population of 43,100. There are 42,400 economically active people of which 40,900 are in employment. There are 4,800 economically inactive people of which 4,000 do not want a job (2008/09 www.nomisweb.org)
- There are 34,800 jobs in Uttlesford. 24,800 are full time and 10,100 are part-time and there are 4,315 VAT registered businesses (2007 www.nomisweb.org)
- 81.7% of employee jobs ⁽¹⁵⁾ are in the service sector (2007 www.nomisweb.org) which is made up of:
 - distribution, hotels and restaurants (22.4%)
 - transport and communications (20.7%)
 - finance, IT other business activities (17.0%)
 - public administration, education and health (17.7%)
 - services (3.9%).

14 Uttlesford Local Strategic Partnership Employer and Business Needs Survey 2009, CN Research

15 excludes self employed, government supported trainees & HM Forces

5 Employment

- Tourist related jobs which consist of industries which are also part of the service sector make up 9% of Uttlesford's employees jobs. (2008 www.nomisweb.org)
- 12% of the resident workforce commute to London and a further 13% work from home (2001 Census).
- Weekly average earnings (gross) are £601.60, much higher than the regional and national averages (2008 www.nomisweb.org). 45% of people working within the district live outside the area (2001 Census).
- 2.1% of the economically active population are claiming job seekers allowance (Sept 09 www.nomisweb.org).

Questions and Issues

5.2 The key questions raised by objectors to the Elsenham proposal are:

Questions

Where is the employment for all of these people/what will they be doing/will jobs be made available in the area/how much research has gone into the provision of work places locally? Is it your intention to build trading estates in the area?

What sort of new employment is proposed and how much?/Where would it be provided?

Is there a survey which shows that the majority of people who live in Elsenham and Henham work at the airport?

There is no great unemployment in this area, why is that being used as a reason?

Council states that it is against the expansion at Stansted Airport but I understand that approx 25% of the proposed housing will be for airport workers – can you explain this?

I am unconvinced by the argument that option 4 would deliver better and more sustainable employment opportunities than option 1 – where is the evidence? If the intention is to provide housing for local work then why do you not build in existing larger settlements where jobs will be located?

The railway line can only lead to a commuter settlement rather than house people who work in the district. Has the Council considered this? If so could you advise why this obvious fact is being ignored?

Where will the opportunities for local employment be centred-on the outskirts of the new settlement within sight of west Henham?

Employment 5

5.3 In addition to the general comments above. Objectors have also raised the issue of the relationship of the development to Stansted Airport

Questions

Are these houses needed for the expansion of the Stansted Airport. If so then the whole plan is flawed as an expanded airport is not required. And who would live in them other than commuters?

Is this option linked with any airport expansion

Does the Council support Fairfield's view that a large proportion of the housing in option 4 would be for additional workers required as a result of the expansion of Stansted Airport by a second runway. If not why not and why are these houses necessary

Why is this settlement being considered so close to the airport?

Is it Uttlesford District Council's plan to have this housing used to primarily serve the airport and its workers? If so can we expect increased late night public transport to transfer people to/from homes and the airport disturbing the tranquility of the villages at unsocial hours?

Is the preferred options linked to the application for increased throughput at Stansted Airport and the application to build a second runway?

Would you let me know why this action has been taken before the airport decision is made and with such haste.

Response to the Issues Raised

5.4 The concern is that the development will lead to high levels of out commuting. The employment land study⁽¹⁶⁾ looked specifically at Elsenham. It confirmed that the character of the village is a commuter settlement with only 5% of the economically active population working within a mile of their home. The figure for Uttlesford as a whole is 17%.

5.5 However travel to work data from the 2001 census shows that 69% of the working population from the Elsenham/Henham ward work relatively locally, travelling less than 18 miles to work. The average distance travelled is 14 miles. 13% of the people travelling to get to work do so by train. The majority (76%) travel to work by car. (ONS 2001)

5.6 Uttlesford has a significant proportion (13%) of residents working from home compared with 9% for the East of England. This is mirrored in Elsenham and Henham ward where 12% of employed people were working from home in 2001. There is no

5 Employment

reason to suppose that this percentage will fall and could rise higher, especially with the rising costs of travel and people's lifestyle choices. A similar proportion of people living in the new settlement could be expected to work from home. The Council is seeking in its core strategy to support alternative ways of working which will reduce the need to travel and increasing working from home would be one method of achieving this. The design of the new homes will need to be flexible and supported by communications technology to allow residents the option to work from home.

5.7 The Council's position in relation to Stansted Airport is set out in the Stansted Airport Options Paper presented to the Environment Committee in November 2009. The options for Stansted Airport will be subject to further consultation early in 2010 but the Council's preferred option is that the Core Strategy should be based on the assumptions of maximum use of the existing runway and no second runway within the plan period. The Council's position on the development to the north east of Elsenham is that there is no direct relationship between the airport and the new settlement.

5.8 The Environmental Statement for the Airport G1 application estimated that there would be 16,800 jobs at the airport by 35 mppa. In the 2007 Airport Employment Survey ⁽¹⁷⁾ the total number of airport employees was 11,770. Of these 2,307 (19.6%) live within Uttlesford district. The figure for Uttlesford in the previous survey published in 2007 was 19.3% but there was a further breakdown which showed that 75% of the Uttlesford residents working at the airport came mainly from Great Dunmow, Saffron Walden and Stansted Mountfitchet. Some people from the new development are likely to find work at the airport but if the profile of residents of the new settlement in terms of qualifications etc is similar to the rest of the district compared with the types of jobs available at the airport it is unlikely that it will provide employment for a high percentage of people from the new development. The houses at the new development will not be restricted to specific types of workers and there will be no percentage allocated to airport workers.

5.9 Unemployment is low within the District but there is still a need to provide additional employment locally. The Core Strategy approach is to integrate employment opportunities with new residential development to reduce travel to work. The developers proposals for Elsenham include around 40,000 sq ft of employment floorspace within the development area. This will include offices, research and development and general industry as well as opportunities for employment in the shops and other services including health and education.

5.10 There are existing employment sites in and on the outskirts of Elsenham at for example Golds Business Park and Gaunts End Industrial Estate. The PACEC employment survey identified that other than the businesses at these locations, the level of amenities in Elsenham are limited with little evidence of enterprise or entrepreneurial activity. It suggests that the composition of the resident population who may have strong links to urban areas and proximity to other settlements may have impacted negatively on the level of local service sector businesses with less service sector businesses in Elsenham than Thaxted or Newport. The report suggests that Elsenham's services and amenities may be constrained and could improve with greater community focus and integration with peripheral employment areas. The new settlement

17 Stansted Airport Employment Survey, August 2008, Sinclair Knight Merz

Employment 5

should provide a new community focus and promote new enterprise by providing land/sites for different forms and scales of employment enterprise. The Council will expect a range of scale and type of employment to be provided.

Comparison with Other Options

5.11 The White Young Green appraisal shows that all options perform less well than option 4 in terms of meeting objective 22 - the potential to develop socially and environmentally responsible business growth. The development of a new settlement, especially if it has high environmental and sustainability credentials will be a focal point for sustainable and environmental technologies and businesses. The location of the site at Great Chesterford within the Cambridge Sub-region will make this site particularly attractive to businesses. Any of the new settlements will need to have a commercial and retail centre so that people living in the settlement can access work and services close to home. A range of services will be required to meet the needs of the expanding population. In most cases the benefits result from the concentration of the development rather than being determined by location so all the new settlement options also have the potential to make a positive contribution towards this objective.

5.12 Options 2, 3 and 5 which would result in a more widespread distribution would go furthest towards meeting objective 23 to support the rural economy and village facilities. Option 1 moves away from achieving this objective because concentrating development in the three largest settlements will draw resources away from rural settlements. A free standing new settlement option is similarly less compatible with this objective but a new settlement linked to an existing village with some existing facilities like Elsenham which would help to support these, especially during the early phases of the development before new facilities are provided within the new development. This may also be the case at Great Chesterford if the development abutted the village, but if there was a significant landscape buffer between the existing village and the development new residents are less likely to use services in the existing village. Option 4 as set out in the Preferred Options document allows for some additional development in other settlements which would also help to support existing village services in key villages. A strategy involving 3000 dwellings at one of the other new settlement sites would also allow for additional development in other settlements.

Sustainability Objectives		Option 4 with new settlement at:								
		Op1	Op2	Op3	Elsenham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	Op5
22.	Help socially and environmentally responsible business growth	0	0	0	1	2	1	1	1	0

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Sustainability Objectives		Op1	Op2	Op3	Option 4 with new settlement at:					Op5
					Essexham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	
23.	Support the rural economy and village facilities	0	2	2	1	1(?)	0	0	0	2
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 5.1 Employment Scores

Conclusions and Mitigation

5.13 The new settlement should be sustainable from the outset through the design and master planning process so that residents have access to employment opportunities. As the town is developed it should contribute towards providing a balanced range of local employment opportunities for its resident workforce so that there is less need for the town's residents to travel elsewhere for work.

What	How	When	Who
Identify which business sectors can be attracted to the area and how this relates to resident skills and numbers.	Undertake local economic development strategy	Information to feed into development of master plan and development strategy	Development Company
Facilitate home working	Through design and servicing of development	Master Plan Planning Application	Development Company Broadband and other service providers.

Employment 5

What	How	When	Who
A range of employment opportunities to be provided on site	By identifying and safeguarding employment sites within the development Providing a range and type of sites e.g. some serviced /start up units	Master Plan Planning Application	Development Company UDC
Sustainable strategy for travel to work	Green Travel Plans	Environmental Impact Assessment Master Plan Planning Application	Development Company UDC

Table 5.2 Employment Mitigation

5 Employment

Education 6

Introduction

6.1 The Core Strategy needs to make sure educational needs are met from early years to sixth form. It therefore needs to make sure that either existing schools have the capacity to accommodate the additional pupils from new housing or that the new development includes new schools. Ideally housing development and schools should be closely located to reduce the need to travel to school by car or bus.

Links

Sustainability Objectives

21. Improve school leavers' qualifications and training

Sustainable Community Strategy Theme

- Children and Young People Matter
- Getting Around

The Current Situation

- Uttlesford has 35 primary and 4 secondary schools. In addition there are independent primary and secondary schools in both Saffron Walden and Felsted.
- There are no further education colleges and post 16 students who do not remain at one of the three state schools offering post 16 education need to travel outside the district.
- Overall educational attainment is high. The percentage of pupils achieving five or more A* to C grades at the end of key stage 4 in 2007/08 was 71.1%. The figure for the East of England was 64.7% ⁽¹⁸⁾

Questions and Issues

Questions

Where will the children attend primary and/or secondary school?/Schools in the area are already running at full capacity/ How will the existing schools be affected? How many additional places are planned for these schools and can they cope with

18 Strategic Environmental Assessment Baseline Information Profile for Uttlesford 2009-10, Essex County Council

6 Education

this? When will they be delivered? Where will the children go to school before the new school is built? Is it the intention of Uttlesford District Council to bus the younger age group to outlying schools?

Am I right in understanding that 3,000 new homes would not warrant a new school being built? Where do you propose the children will go. Many schools are full. Will they have to travel to London and similar areas.

What evidence is there to support the idea that the development could support a new secondary school. If a new secondary school were to be built would this lead to the closure of other secondary schools within the District. Given the timescales involved if the housing was spread more evenly within the district why could not existing schools be expanded in good time to handle the increased pupil numbers especially as there is spare capacity already? Is it not Government and Education's Authority policy to extend existing schools instead of building new ones.

What work has been performed to specifically assess the education planning for the proposed new settlement/has sufficient planning taken place? Where are copies of these documents and responses from the LEA

How does this proposal take into account the phased development approach?

Are there plans to close Mountfitchet school one of far too few of its kind in the country? Will all the children have to travel to the new settlement? What level of consultation has taken place with them regarding the re-siting of the school

When, where and with what money will secondary school be provided?/ Has an assessment been done of the reality of option 4 being able to deliver a secondary school as part of a phased development?

What proposals are being suggested to support young adults?

Response to the Issues Raised

6.2 The broad structure for education provision in the County is set out in the Schools Organisational Plan. The current plan for the period 2008-2013 is available on the Essex County Council website.

6.3 The school is an important element in any local community. Where the schools engage with their local communities they can help to promote social inclusion and community cohesion and the Council recognises that getting the schooling right is a key part of the overall strategy. The expectation is that children and young people should be able to attend a school located as near as possible to their home address. This is also important in reducing the need to travel and schools will need to be provided within walking distance of the new homes. New schools are required to develop travel plans as part of their planning conditions. School transport costs would be incurred by any development which is over 3 miles by a safe route from home to school for children over 8, and 2 miles for children under the age of 8.

Education 6

6.4 In terms of requirements for new provision the aim would normally be to have primary schools of at least 210 pupils. For new secondary schools the aim would normally be to have at least 6 forms of entry which would produce a school of 900 pupils aged 11 to 16.

6.5 On the basis that on average each house produces 0.3 primary children and 0.2 secondary children around 700 new houses are needed to make a new primary school viable and around 3,000 new houses to make a new secondary school viable. The need for school places tends to rise with social rented housing. High density flatted development tends to produce less demand for school places.

6.6 It will not be possible to accommodate all the pupils from the proposed development by expanding existing schools and new provision will have to be made as early as possible in the development programme and the developer will be required to transfer a serviced school site to the County Council right at the start of the development.

6.7 In the short term there may be the need to accommodate some additional pupils at existing schools while new provision is being made. Elsenham Primary school has been given some additional accommodation to provide for any "overflow" from Takeley until a new school is available to serve Prior's Green. These additional places could also be used for the subsequent new development at Elsenham. Current forecasts suggest that Henham and Ugley primary school in Henham will be full.

6.8 The developers in their strategic master plan are suggesting that two new primary schools will be provided with sufficient land available to allow pre-school provision to be made on the same site. Primary school provision will be provided to make sure that all new homes are within 600m of the school. There is the opportunity for a seven form of entry Secondary School to be accommodated within the Master Plan. Playing fields associated with the school will be available for use by clubs outside school hours as will the community and leisure and sports centre. The school could also provide opportunities for other community activities e.g. adult education classes.

Comparison with Other Options

6.9 One of the key constraints in relation to making any sustainable spatial strategy work for Uttlesford is the issue of secondary school provision. Saffron Walden County High School could not accommodate, or be expanded to accommodate additional pupils on the current site. It is already one of the largest schools in Essex and further expansion is unlikely to be an option. Any development within the Saffron Walden catchment area would therefore need to be in the region of 3,000 homes to make a new secondary school viable. The historic character assessment has demonstrated that there is no capacity for developing at this scale around Saffron Walden without significant harm to the historic character of the settlement. Essex County Council schools service say that the Elsenham new settlement preferred strategy provides a practical solution in terms

6 Education

of secondary school capacity/accessibility. ⁽¹⁹⁾ Secondary school transport to existing schools would need to be supported through developer contributions until such time as the settlement grows to support the new secondary school.

6.10 In terms of the sustainability appraisal only option 4 is shown to move towards achieving sustainability objective 21 to improve school leavers' qualifications and training. All other options move away from this objective.

6.11 In option 1 the existing school facilities do not have the capacity to support the increased population resulting from the development. New primary schools would be needed at Great Dunmow and Saffron Walden. The new primary school planned at Rochford Nurseries in Stansted Mountfitchet could be expanded subject to finance being made available to purchase more land. There is some capacity at the secondary schools in Great Dunmow and Stansted Mountfitchet but none at Saffron Walden or Newport and alternative arrangements would need to be made. This might include travelling further afield to other schools which would increase school transport costs. If transport cannot be provided e.g. because the criteria are not met or funding cannot be secured then this will give rise to additional traffic movements.

6.12 Limited secondary school capacity at Saffron Walden and Newport is also a problem in options 2 and 3 where the suggested distribution would give rise to 1200 additional homes in Saffron Walden - not enough to make a new secondary school viable. For option 2, new primary schools would need to be provided at Great Dunmow, Saffron Walden, Elsenham and Takeley and in option 3 new primary schools would be needed at Great Dunmow, Saffron Walden and Elsenham.

6.13 In relation to option 4 - the minimum size of settlement required to deliver a new secondary school is 3,000 family homes. All the new settlements are therefore capable of providing a secondary school and providing the site is large enough to allow for expansion this could cater for future growth demands beyond 2024. Before the development reaches sufficient size for a new secondary school to be provided the pupils from the development will have to travel to one of the existing schools. Development at Elsenham/Henham would help the existing Mathematics and Computing college to develop and grow and this is considered to be one of the best options. Essex County Council would have to consider the option of moving Mountfitchet College to Elsenham. This could have the benefit of including a Sixth Form.

6.14 The new settlement locations which are within the Helena Romanes catchment where there is some spare capacity are also more sustainable i.e. Easton Park, Boxted Wood/Andrewsfield and Chelmer Mead. A new settlement in the Great Chesterford area would be within the catchment for Saffron Walden County High School and in the initial stages of development pupils would expect to feed into this school but there is no spare capacity here and this would not meet the sustainability objective.

19 Essex County Council response on Core Strategy Preferred Options Consultation January 2008

Education 6

6.15 In relation to Option 5 the majority of existing school facilities do not have the capacity to support the increased population and the small scale of development likely in each village will not be enough to support new school development. There may be some potential to provide joint facilities but this would lead to increased school travel.

Sustainability Objectives		Option 4 with new settlement at:								Op5
		Op1	Op2	Op3	Essexham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	
21.	Improve school leavers' qualifications and training	0	1	1	2	0	2	2	2	0
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 6.1 Education Scores

Conclusions and Mitigation

6.16 The new settlement option provides the most sustainable long term solution in terms of meeting the education needs associated with the level of housing growth required in the District. It is important that the development of the necessary infrastructure is carefully phased alongside the development of the homes to mitigate against the adverse impacts which may arise during the short to medium term.

What	How	When	Who
Primary School Provision	Section 106 financial contribution Serviced Site/s	1 school site required alongside first development phase. Further site(s) to follow as development progresses.	Development Company UDC ECC
Decide on most appropriate way of meeting needs for secondary schooling.	Further discussions/assessment	Ongoing	Development Company UDC ECC

6 Education

What	How	When	Who
			Stansted Mountfitchet mathematics and computing college
Sustainable Transport to School	Travel Plan Houses within walking distance of schools Network cycle way/footpaths	Master Planning Planning Application	Developer UDC ECC

Table 6.2 Education Mitigation

Flooding and Drainage 7

Introduction

7.1 Although flooding cannot be wholly prevented its impacts can be avoided and reduced through good planning and management. The Council's aim is to secure development which is not itself at risk of flooding and which does not increase the risk of flooding elsewhere.

Links

Sustainability Objectives

8. Deal with threats posed by flooding.

Sustainable Community Strategy Theme

- Feeling Safe
- Protecting the Environment

The Current Situation

- The extent of the district within the highest flood risk zones is relatively small (97.25% of the district is within flood risk zone 1 and 2, 0.40% within zone 3a and 2.35% within zone 3b)
- All zones at risk of flooding in Uttlesford are located around the main water courses which is to be expected given the geology and location of the District

Questions and Issues

Questions

Part of development area is within a floodplain. Why are you building new houses on a flood plain, especially given climate change and all the flooding that happened this summer? How will this be affected by development?/ What action will be taken? How will you be able to guarantee sufficient level of flood protection?

(Areas specifically identified –Old Mead Lane, Mill Lane and Elsenham Station)

The manhole covers on Old Mead Road by the pumping station often exude sewage after heavy rain. How will the sewer system cope with the extra demand placed on it? There is sand under the surface – will it take the drainage and sewage

How does the Council propose to avoid flooding the railway line?

7 Flooding and Drainage

Has any assessment been made of the potential effects on the natural drainage and water flow/flood risk in the area been made should the new development go ahead?/ Are such reports available?

Will potential householders be made aware of the problems they face in obtaining house insurance in such an area. Will Uttlesford DC undertake to provide insurance cover for not only the new owners but also the present residents of Old Mead Lane and Old Mead Road

Will you advertise that these houses may be built on a flood plain and have you taken advice on this from the environment agency and who will pay compensation?

What studies have been conducted to assess the amount of extra surface water that will be generated? What expansion of current waterways is planned/ Is there a plan to widen and deepen the Cam along North Hall Road to prevent flooding?

Please be informed that there has been wide-spread talk from time to time of a law making councils responsible for flood occurrence if they have approved houses on flood plains. Could this be retrospective. Could councillors be held personally responsible at some time in the future?

Response to the Issues Raised

7.2 At the District level the Council has commissioned a Strategic Flood Risk Assessment to guide development away from any vulnerable flood risk areas. The study undertaken by JBA consulting is available on the Council's website. The study confirms that in terms of flood risk the Elsenham/Henham area is a sustainable development location. The Consultants also looked at the likely effects of climate change on flood events and even taking into account the 100 year climate change flood extent the areas of flood risk are relatively small and confined to the areas along the Stansted Brook to the south of Henham Road and tributaries of the Cam along Old Mead Road. Residential and other vulnerable types of development can be located to avoid these areas.

7.3 The developers will need to undertake a detailed Flood Risk Assessment (FRA) as part of their submission to make sure that all forms of flood risk at the site are fully addressed. The FRA will need to demonstrate that the proposed development will not be at risk of flooding during the design event. It should include an assessment of mitigation measures required to safely manage flood risk. The FRA also needs to demonstrate that the proposed development will not increase flood risk either upstream or down stream of the site and all sources of flood risk including fluvial, surface water runoff and drainage need to be considered. Development in areas of the site within flood zones 2, 3a and 3b will need to be appropriate to that zone as set out in Planning Policy Statement 25: Development and Flood Risk (PPS25).

Flooding and Drainage 7

Comparison with Other Options

7.4 The Sustainability Work indicates that options 1-4 are likely to have the same impacts in terms of sustainability objective 8 - to deal with threats posed by flooding. All the options include land which can avoid flood zones 2 and 3. However, all the options move away from this objective because all the locations have the potential for development to impact on the floodplains of nearby rivers as a result of the increase in built development and surface water run off from the development. The SFRA indicates most of the potential development areas are not at risk of fluvial flooding but Sustainable Drainage Systems will need to be implemented to prevent the increased likelihood of surface water flooding.

Sustainability Objectives		Option 4 with new settlement at:								Op5
		Op1	Op2	Op3	Elsenham/ Henham	NE of Gt Chester- ford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	
8.	Deal with threats posed by flooding	1	1	1	1	1	1	1	1	1
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 7.1 Flooding and Drainage Scores

Conclusions and Mitigation

7.5 The site to the north east of Elsenham can avoid development in flood zones 2 & 3. However there are localised issues such as at Old Mead Road which will need to be assessed through a detailed Flood Risk Assessment and appropriate mitigation measures undertaken.

What	How	When	Who
Assess Flood Risk	Detailed Flood Risk Assessment	Planning Application	Development Company Environment Agency

7 Flooding and Drainage

What	How	When	Who
Reduce flood Risk from surface water runoff into Stansted Brook and River Cam	Appropriate mitigation measures such as :- - Surface water runoff would need to be: - Maintained at greenfield rates (if not better) Attenuated up to the 1 in 100 year plus climate change event - Controlled through the use of Sustainable Drainage (SuDs) techniques - Suitable for storage SuDs as soil in the west of the area is slowly permeable clayey soil - Suitable for infiltration SuDs as soil in the east is freely draining loamy over clayey soil	Master Plan Planning Application	Development Company UDC Environment Agency
Reduce risk of fluvial flooding in Old Mead Road, from tributary of the River Cam	Investment in localised resilience/ resistant measures	Master Plan Planning Application	Development Company UDC Environment Agency

Table 7.2 Flooding and Drainage Mitigation

Pollution 8

Introduction

8.1 The predominant sources of air pollution in Uttlesford are busy roads, including the M11 and the A120, and Stansted Airport. The Council regularly carries out a review and assessment of air quality in the District in accordance with Part IV of the Environment Act 1995.

8.2 The main water courses in the District are the River Cam, the River Stort, the River Pant and the Upper Chelmer River.

8.3 In relation to water supply Uttlesford contains source protection zones and major aquifers within much of the northern half of the district together with scattered minor aquifers in the south of the District.

Links

Sustainability Objectives

6.Reduce and control pollution of air,water and soil

Sustainable Community Strategy Theme

- Staying Healthy
- Protecting the Environment

The Current Situation

- There are currently three declared Air Quality Management Areas in Uttlesford. They are all within Saffron Walden, localised around busy road junctions. Two sites are where traffic queuing and congestion together with narrow streets combine to produce higher emissions and poor dispersal, and one site is where traffic queuing and congestion combine with residential properties close to the road side.⁽²⁰⁾
- The main air pollutant in Uttlesford is nitrogen oxide (NO₂). In the UK in 2003 40% of the total NO₂ emissions were from vehicular traffic (DEFRA). Other sources are power stations and domestic activity.

8 Pollution

- Air quality zones are currently identified in the 2005 Adopted Local Plan along the M11 and the A120 where the Council will not grant planning permission for development that would expose users on a long term basis to poor air quality.
- The water bodies within Uttlesford are all given a 'moderate' current overall status.⁽²¹⁾

Questions and Issues

Questions

Please could you advise the effect the development would have on pollution in the area.

What is the environmental impact of such a huge increase in traffic on our air quality taking into account the pollution that is already present from aircraft and whether the environmental standards for the level of pollution would be exceeded during peak times

Is the land you are considering building on stable enough to do so?

Has the proposed site been checked completely for unexploded bombs?

Response to the Issues Raised

8.4 The impact of the development in terms of pollution of air and water and soil will need to be assessed as part of an Environmental Impact Assessment prior to a planning application.

8.5 The concept of the development is that its form and nature will reduce the number of trips made by car which in turn will minimise the pollution arising from car use.

8.6 Mitigation of any residual effects will be required. The development will also need to include effective measures to prevent pollution of surface and ground water.

8.7 In relation to unexploded bombs, the risk is likely to be relatively low⁽²²⁾ but the Council will expect the development company to assess all risks as part of the pre-application process.

Comparison with Other Options

8.8 In relation to noise it is very unlikely development will ever lead to a reduction in noise levels. In relation to Sustainability objective 5 - to reduce and control noise White Young Green suggest that development at the three large towns in option 1 will add to

21 Strategic Environmental Assessment Baseline Information Profile for Uttlesford, 2009-10, (ECC)

22 www.zetica.com

Pollution 8

the noise generated at multiple noisy environments where existing control measures may/may not be functional. In relation to the new settlement options development will generate additional noise in a previously quiet area but with a new settlement the overall impact is considered to be less significant because it will reduce the impact in the existing settlements. White Young Green recommend that effective noise mitigation measures should be included in accordance with best practice e.g screening and selection of appropriate equipment during the construction phase with noise buffering techniques being installed along transport routes.

8.9 Overall noise impacts are likely to be comparatively reduced under Option 4 as development in this option will take place away from immediate noise sensitive uses such as homes, schools, community buildings etc.

8.10 Option 5 is introducing development in all settlements some of which will have existing low levels of noise and pollution and therefore any increase will be noticeable. However if the scale of the development in the villages is small the noise pollution will be minimal.

8.11 The sustainability appraisal carried out by White Young Green identified that all five options may result in an increased likelihood for pollution incidents during construction - contrary to Sustainability Objective 6 to reduce and control pollution, but that this can be adequately managed if given suitable priority and attention throughout the development. This would also apply to the alternative new settlement options.

8.12 Development which results in additional traffic queuing at the air quality management areas in Saffron Walden will result in increased levels of pollution at the junctions which are already subject to poor air quality.

Sustainability Objectives		Option 4 with new settlement at:								Op5
		Op1	Op2	Op3	Essexham/ Henham	NE of Gt Chesterford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	
5.	Reduce and control noise	0	0	0	1	1	1	1	1	1
6.	Reduce and control pollution of air, water and soil	0	0	0	1	1	1	1	1	1
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 8.1 Pollution Scores

8 Pollution

Conclusions and Mitigation

8.13 Pollution is not considered to be a major issue but potential for pollution must be managed both during the construction phases and subsequently and appropriate mitigation measures introduced.

What	How	When	Who
Determine likely impacts of development	Air and water quality assessment as part of Environmental Impact Assessment	Prior to planning application	Development Company Uttlesford District Council Environment Agency
Minimise Impacts of Development	Appropriate Mitigation Measures e.g. selection of equipment, screening.	Prior to Planning Application Conditions on Planning Approval	Development Company Uttlesford District Council Environment Agency
Reduce risks to health arising from contamination and other health and safety issues	Assessment of risk Appropriate mitigation	Prior to planning application	Development Company
Reduce the likelihood of pollution incidents resulting from development	Encourage effective site management addressing detailed environmental risks of development site	During Construction	Development Company

Table 8.2 Pollution Mitigation

Services and Utilities 9

Introduction

9.1 For the development to be truly sustainable the residents of the new settlement will need to be access those services and facilities they need within the development or relatively close by so that travel distances are reduced. Resources like water will need to be used in the most efficient way and recycled and re-used where possible. Quality of life and equality issues will also be important so that the facilities and services are available to everyone.

Links

Sustainability Objectives

- 7. Conserve energy and improve the efficient use of natural resources
- 16. Improve access to healthcare facilities
- 17. Improve sports and cultural facilities

Sustainable Community Strategy Theme

- Staying Healthy
- Protecting the Environment

The Current Situation

Health

- Between Jan 2005 and December 2007 life expectancy for Uttlesford residents was 79 years for males and 83 years for females. This is generally higher than the life expectancy for the East of England and England.⁽²³⁾
- In 2007 mortality through circulatory disease for people under 75 was 55 per 100,000 people which is considerably below the average figures for England (74) the East of England Region (63) and Essex (62.6). (Baseline Information Profile)
- Between October 2007 and October 2008 27% of males and 26% of females in Uttlesford participate in 30 minutes moderate physical activity at least 3 times a week. This is above the Essex average of 24% and 20% respectively. (Baseline Information Profile)

23 Strategic Environmental Assessment Baseline Information Profile for Uttlesford 2009-2010 (ECC)

9 Services and Utilities

- In 2007 62% of residents live within 20 minutes of 3 sporting facilities. 69% are satisfied with local sports provision. (Baseline Information Profile)
- Mid 2008 estimates show that the population profile for Uttlesford shows a higher percentage of people aged 45-64 than the regional and national average. (www.nomisweb.org)

Crime

- Uttlesford is a very safe place to live. It has the lowest crime rate in Essex at 22.7 per 1,000 population. (British Crime Survey).

Energy Use and Resources

- Uttlesford District consumed 2989.8GWh of energy in 2006. This is the 6th highest amount in the County and above the Essex average of 2770.6GWh. (Baseline Information Profile)
- 63.74% of the energy consumed was from petroleum products. (Baseline Information Profile)
- Of the total energy consumed in the District 51% was by the transport sector; 25% within the industrial and commerce sector and 24% consumed via the domestic sector. This compares to the average for Essex of 34%, 28% and 38% respectively. (Baseline Information Profile)
- The amount of CO₂ emitted by residents has increased year-on-year in Uttlesford, from 12.3t per person in 2005 to 12.4t per person in 2007. ~Within Essex there has been a year-on-year reduction, from 7.6t in 2005 to 7.t in 2007. (Baseline Information Profile)
- Uttlesford District currently produces just 0.2% (5.1Gwh) of its total energy production from renewable sources.⁽²⁴⁾
- Water use in the District is high at 181 litres per capita per day (OFWAT 2004)

Questions and Issues

Questions

Requirements - General

What provision will be made for new services and facilities to meet the increased population including:

- Shops
- Doctors
- Dentists
- Primary Schools
- Police

Services and Utilities 9

- Hospital
- Emergency Services
- Fire Station
- Road Infrastructure
- Rail Infrastructure

Will it meet the needs of all residents including the disabled and young people?

How will existing and sports facilities be retained or incorporated into a mini-town setting?

What new infrastructure will be required? Have the plans been costed?. How will it be delivered? Who will provide it? Have you any guarantees that it will be forthcoming? Existing standards in schools and medical care are very high. These should not be compromised and quality of life not affected

If the housing was spread more evenly throughout the district please explain why the existing infrastructure and services provided by local towns could not be more effectively expanded to handle the increased population rather than creating new facilities from scratch

Have the relevant utility companies been consulted on option 3 – the views of these companies are essential before option 4 can be agreed?

Have you considered the installation of CCTV cameras?

Questions

Impact on Existing Services

How would existing services be affected? How do you expect the existing facilities such as doctors, dentists, schools, roads, railway, shops etc to cope with such an enormous demand? Would local schools and the doctors surgery be extended where parking is already a problem?

Will there be new services and facilities. If not has access to the existing facilities been taken into account particularly for the disabled. What dialogue has taken place with the police authorities or local health care services? Has any assessment been carried out on the impact on the existing facilities in Elsenham and Henham? If so what was the result? What will happen to the present shops?

Questions

Health Services

9 Services and Utilities

What approaches have been made to the Elsenham Surgery to consult with them the need for additional doctors and health visitors? Please confirm where the relevant correspondence can be obtained.

How many more doctors will be required to support all the people that will move into these houses? Do we assume that if this development goes ahead there will be a new medical centre providing doctors and dentists? Can you guarantee that the high standard and speed of service currently provided is not compromised and that quality of life is not affected. It has been suggested that 3,000 houses are not likely to justify any increases to schools or medical centres – would you like to clarify this?

What provisions will be made for first aid and emergency health care?

Has the PCT been consulted? How many GP's are on the obstetric list? Given the firm recommendation from the Department of Health, delivery units should be staffed at all times by Consultant Obstetricians and appropriate nursing staff. Has the Princess Alexandra hospital sufficient medical and nursing staff to cope with an additional but considerable workload?

Are there enough midwives to staff the maternity unit? Have you looked into the staffing of neonatal units?

Have you enquired about the adequacy of ambulance services? Uttlesford had one of the slowest response times for ambulance services – has this improved?

The new settlement would create increased healthcare demand. The profile of this demand would most likely follow that of Harlow during it's development e.g. an early increase in the demand for healthcare associated with young families moving to geriatric care as the generations moving into the development age. Can you please advise what additional healthcare provisions have been planned to cope with the demands imposed by the proposed new development in option 4?

How would our hospitals cope with the extra amount of people as they are already overflowing? There is a minimum of 6 months waiting list at the nearest hospital – how long will we have to wait when these proposed houses are built?

If the result is an increase of noise stress for the incomers and perhaps respiratory health problems above a notional norm for rural developments have UDC considered that they might be obliged to contribute to a supplementary health charge in future years?

Questions

Police/Fire/Ambulance Services

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How would such a large town be policed? Has any research been done on how the crime rate will be affected in this area? What plans are in place for dealing with increased crime? What plans are there to make sure that crime does not increase in this area due to the extra houses? Have your proposals been discussed and approved by the Essex Police?/Provide details of consultation. Will there be a new police station built?

What evidence can you provide with current resources of the local police and retained fire service coping with this development? What are the proposals for the fire brigade and police?

Would the new town have it's own Fire Station? Does the policy team consider the retained Fire Station/Service based in Stansted to be sufficient to cover a settlement of and additional 3,000 dwellings on top of the developments already in hand and/or approved in the immediate area of Stansted?

Have you consulted with the emergency services to hear their views on the problems of serving a new town which is essentially landlocked/coping with roads which are far more congested?

Questions

Water, Electricity and Gas

Can you please explain to me how the issue of increased demand on natural resources such as water, electricity and gas will be addressed?

Is there sufficient water resource available to support this development?/ Where will the additional drinking water be supplied from when the current water supply is already overstretched? What is the environmental impact of providing more water to such a development?

There is a water pressure problem in our village, what will happen in future? Will the water supply improve? What guarantees are there that this issue will be addressed and rectified?

The area as a whole is at capacity for power supply being on the end of the supply grid with only one supply,– what proposals have been given by National Grid? Are the existing supplies adequate to maintain the existing supply and have capacity following the development?

Gas – are the existing supplies adequate to maintain existing supply and still have capacity following the development?

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Questions

Sewage

Could you advise where the sewage would be treated and if sufficient capacity exists for an additional 3,000 homes?

Would new sewer beds need to be created, if so where and at what capacity?

What are the proposals for the sewage treatment installations and what capacity is being provided?

Questions

Energy Efficiency and Use of Natural Resources

What is meant by “the scale of development will better facilitate on site renewable energy generation and adoption of low carbon technology?”

How does building houses help our carbon footprint?

Would UDC clarify on site renewable energy generation – does this mean a wind farm?

Questions

Delivery and Phasing

What safeguards will be put in place to make sure that these are in place before the development is completed?

What are the next steps immediately after 11 Jan? If the proposed option is accepted when can I expect agreement of which building firm is awarded the contract? How long is the duration of the build process?

What is the Council going to do about the infrastructure capacity problems before allowing any large scale development as doing nothing would be totally irresponsible?

At what point in the phased development of 3,000 homes would new roads or schools be made available (i.e. year 1,3,etc.) How do you expect the community to cope when they are not at present? What guarantee is there that the services will

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be provided early in the build process so the building firm do not default on the agreement? What guarantees are there that Fairfield will complete building the entire infrastructure /before they pull out after building the houses?

Are we to assume that 3,000 houses in Henham and Elsenham is just the “thin edge of the wedge” and we will see further development to drive the infrastructure or is the council just going to ignore these comments regarding services and infrastructure?

If the development is only 3,000 units then I understand that the Council will have limited rights to impose planning gain issues in a planning consent. If this question is valid then does the council have a secret agenda for the development to be in actual fact over 5,000 units which would mean that planning gain issues would not be a problem?

Major investment in new roads, railway bridges or underpass would be necessary prior to any development starting as it is impossible to see how construction vehicles and materials could be brought to the site. How costly and feasible would this be?

Response to the Issues Raised

General Requirements and Impact on Existing Services

9.2 Residents of the new development will need to be able to access a range of facilities including shops, health care, community facilities and schools. In order for the development to be as sustainable as possible they need to be able to access these facilities within walking and cycling distance or by public transport. Any improvements to the road and rail infrastructure in order to make sure the development is accessible by public transport need to be provided and the development also needs to be served by the emergency services. The Council expects the development to grow into a balanced and mixed community which will meet the needs of all residents including the young, the elderly and those with disabilities.

9.3 When the Council submits the Core Strategy for independent examination it will need to be accompanied by an infrastructure plan. This will set out what new infrastructure will be required to deliver the plan, how much it will cost, who will be responsible for its delivery and when it will be delivered. The capacity of the existing facilities will be taken into account in assessing the future requirements. All the relevant utility companies have been consulted at relevant stages in the preparation of the core strategy and more detailed discussions have subsequently taken place with service providers to try and find out what their requirements are likely to be e.g. the Primary Care Trust. The Council will continue to consult with them during the plan preparation process so that the requirements of each of the services can be met.

9.4 The impacts of moving towards a more dispersed option are discussed further in the next section but we do know that some of the services in the existing towns and villages are already operating at or near capacity and the scale of development required to deliver additional services may not be appropriate in the light of other constraints

9 Services and Utilities

that we already know about e.g. in Saffron Walden there is no capacity at the Secondary School, the scale of development required to deliver a new secondary school would have consequences in terms of the amount of traffic generated by this scale of development on the air quality within the town which is already poor at key road junctions.

9.5 In relation to the CCTV - this may well be appropriate in some areas of the new settlement e.g. the village centre but this would be a management issue to be addressed in the future.

9.6 The promoters of the development at Elsenham are proposing a Community Trust - The Elsenham Community Trust (ECT). The ECT could operate community facilities and promote community development through events and services in and around the development for the duration of the build and beyond. Its community ownership should enable it to relate to local residents encouraging new residents to feel a part of the new community and to participate in community life. ⁽²⁵⁾

Health Services

9.7 NHS West Essex - the Primary Care Trust (PCT) holds the NHS budget for the three districts of Epping Forest, Harlow and Uttlesford and is responsible for planning and securing health services and improving the health of the local populations in these Districts. The PCT does not directly manage GP's who are independent contractors but it does work closely with GPs and other primary care service providers like Dentists, Pharmacists and Optometrists to make sure that adequate services are provided and that they are accessible to patients. At the moment the PCT also provides a range of directly managed community services like district nurses, health visitors and school nurses but from April 2010 other organisations will be able to bid to provide these services. It also runs the Saffron Walden Community Hospital and community clinics at Great Dunmow and Stansted. The PCT plans and purchases a range of health services, including obstetrics from hospitals for the local population. In Uttlesford this is mainly from:

- Mid-Essex Hospitals NHS Trust, which includes Broomfield
- Princess Alexandra Hospital NHS Trust at Harlow
- Cambridge University Hospitals NHS Trust (Addenbrookes)

9.8 At the moment all the GP's patient lists are open to new patients but there are still capacity issues as some sites are constrained and the existing buildings cannot be extended. The Community Clinic in Great Dunmow is also fully stretched. The PCT general advice is that for every additional 1,600 people additional primary care and community health facilities will be required including an additional GP, a district nurse, 0.6 dentists and 0.7 community bed spaces. Population projections include a continuing trend towards a higher proportion of elderly people which generates a need for all types of health facilities to be provided including further community nurses, therapists, pharmacies, opticians, clinics and community bed spaces.

25 Elsenham A Strategic Master Plan Vision Jan 2008 (Fairfield Partnership/ David Lock Assoc)

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9.9 The level of housing growth planned for the District will outstrip the Trust's funding resources and ability to provide adequate health care facilities without additional funding from other sources, including developer contributions. Because the Trust's funding mechanism is retrospective i.e there is a 3 year time lag before the new population is recognised in funding terms many new homes will have been completed before health care facilities can be provided unless some form of gap funding from other sources, including developer contributions is secured. This is particularly relevant to any proposed new settlement or significant urban/rural housing extension where new and extended health centres would be required.

9.10 Elsenham currently has one surgery with 5 GPs but no dental surgery. In relation to Elsenham the size and location of the proposed new settlement would be far in excess of the capacity of the existing GPs surgery. A new multi-purpose health centre would be required to support the growth and the development company have included reference in their Strategic Master Plan vision document to a health clinic within the town centre which will provide access to GP services for the new community. Land for a new health centre would need to be provided by the development and developer funding would also be required to deliver the building and also provide a contribution towards running the service for the first three years.

Police/Fire/Ambulance Services

9.11 Currently there is no police station in Elsenham but a mobile police station operates two days a week rotating around 25 rural locations within the District, including Elsenham. Policing is delivered as a county wide service and the Police are moving away from minimum response times as a way of determining where additional infrastructure is required to service planned growth towards a new system which will seek developer contributions from every new home and commercial development.

9.12 Elsenham does not have a fire station. There are retained fire crews at Stansted Mountfitchet, Newport, Saffron Walden, Thaxted and Great Dunmow which effectively form a ring around Elsenham. There is a fire station on Stansted Airport to deal solely with emergencies on site.

9.13 Elsenham does not have an ambulance station. The nearest station is off the M11 junction at Birchanger.

9.14 The Fire Authority and the Ambulance service are also considering moving away from minimum response times as a standard for new infrastructure delivery towards financial contribution per house.

9.15 The Council will need to have further discussions with all the emergency service providers together with the developers to confirm where infrastructure will be required to service the planned growth and how this infrastructure will be funded.

9 Services and Utilities

Water, Electricity and Gas

9.16 All potable (drinking) water throughout the district is supplied by Veolia Water (VW) (previously Three Valleys Water). Water for the district comes from groundwater sources and reservoirs. VW have a statutory duty to make sure that security of supply to existing customers is maintained and also to provide supplies to new housing when requisitioned by developers. The Water Cycle Study confirms that VW are confident that the potential development sites can be supplied without the need for major infrastructure upgrades. The supply of drinking water to the development to the north east of Elsenham is not considered as a constraint to development.⁽²⁶⁾ VW are hoping that the expansion of metering and other water efficiency measures will result in lower demand and help to increase the supply for new properties but new resources may need to be developed to meet future demand. The Environment Agency is responsible for granting abstraction licences for the abstraction of extra water to meet In order demand. To meet future demands for water the company needs to plan to increase supply as well as reducing demand through water efficiency measures. Actions to increase supply cannot be left until it is clear after the event that simply managing demand is not enough to maintain security of supply.

9.17 Advice from the Environment Agency is that the development is in an area classed as water stressed and they will require the developer/promoter to demonstrate high levels of water efficiency and demonstrate that there is significant capacity in the water resource infrastructure to supply the homes, businesses, schools etc.

9.18 The Fairfield Partnership have undertaken an appraisal of utilities.⁽²⁷⁾ EDF Energy are the regional electricity company for the area. There are a number of electricity sub stations within Elsenham, the nearest to the site being adjacent to the junction of High Street with Hailes Wood cul-de-sac. Although EDF have identified potential connection points on their local infrastructure they have advised that there is insufficient spare capacity in the surrounding electricity infrastructure to supply the development. A new sub station and an 11kV transfer between primary substations at Bishops Stortford would therefore be needed. National Grid operate gas mains infrastructure supplying Elsenham, Henham and the properties on Old Mead Lane. National Grid have advised that it would be feasible to connect to their local infrastructure network.

Wastewater Capacity

9.19 Wastewater in the District is collected and treated by Thames Water Utilities (TWU) in the south west and Anglian Water Services (AWS) in the north east. It is essential that development is not allowed to proceed the provision of any additional infrastructure capacity that may be required.

9.20 There are three aspects to waste water capacity. There is the capacity of the sewage network between the development and the Waste Water Treatment Works (WwTW); the capacity of the WwTW itself, and the capacity of the watercourse to take

26 Uttlesford District Water Cycle Study Stage 1: Scoping and Outline Strategy, Jan 2010 (Hyder).

27 Preliminary Utilities Appraisal and Outline Drainage Strategy January 2008 (WSP)

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the discharge. If the network of pipes are at capacity this will mean either relaying larger pipes (upsizing) or installing new sewers along a new route. If the treatment works are at capacity, there may be the ability to upgrade the works, if not then any waste water could need to be directed to another WwTW with spare capacity if this was feasible or a new WwTW constructed. The WwTW discharges into a watercourse. The Environment Agency set stringent discharge consent standards to make sure the environmental quality of the watercourse is maintained and the water companies will need to meet these tighter standards.

9.21 Development to the north east of Elsenham would require around 3.5km of existing sewer to be upgraded to allow connection to the Stansted Mountfitchet Wastewater Treatment Works (WwTW) which currently serves the village. Furthermore the treatment works would need major capacity upgrades. Availability of land to support these upgrades may be an issue, as will achieving the necessary discharge consent standards. In addition, the sewers that approach the WwTW would be restricted from being upsized by the narrow streets and existing utilities, therefore requiring the construction of new bypass sewers around the urban areas. The possible need for a direct connection from the development site to the WwTW increases the total length of new and upgraded sewer required to at least 5.5km. The other possible solution, a new local WwTW would be constrained by the low dilution available in the headwaters of the nearby watercourses.⁽²⁸⁾

Energy Efficiency and Use of Natural Resources

9.22 New housing at an appropriate scale has to be provided within the district. The key is to provide this housing in the most sustainable way so that the carbon footprint is reduced to the minimum, this will apply from the supply of materials through the building construction techniques to the heating, lighting and use of the finished properties. On site renewable energy generation is likely to mean a mixture of renewable energy technologies appropriate to the location. A report commissioned for Uttlesford Futures⁽²⁹⁾ concluded that, taken together the renewable energy technologies, particularly wind, solar, ground coupled energy technologies and certain biofuel technologies could be used to meet the energy needs of the district and reduce CO₂ emissions for electricity and heat provision. In relation to the development at Elsenham the developers will need to show which of these technologies is appropriate for the development. The developers will need to provide full information on the proposed energy use as part of the planning application.

9.23 There may be some potential for existing residents to buy into innovative energy production. The promoters of the development at Elsenham are proposing a Community Trust. One of the trust's functions could be to finance, deliver, govern and manage

28 Uttlesford District Water Cycle Study Stage 1: Scoping and Outline Strategy, Jan 2010 (Hyder)

29 Renewable Energy in Uttlesford, Derek Taylor, Altechnica, January 2008

9 Services and Utilities

renewable energy generation and supply, and fibre-to-the-premises infrastructure and it could retail these services to customers via a Multi-Utility Service Company (MUSCO) model.⁽³⁰⁾

Delivery and Phasing

9.24 Before the Core Strategy is adopted it has to be subject to a formal examination process to make sure that it is a sound document taking into account all the evidence. The adoption is currently expected to be in 2011. Once the Core Strategy has been adopted the Council will start to prepare the Development Control and Site Allocations Development Plan Documents which will contain the detailed requirements for the implementation of the proposed strategy including the new settlement. The other development plan documents have to go through the same process as the Core Strategy and they are currently programmed to be adopted in 2013. Once the policy framework is in place the Council will expect the development company to do a screening and scoping report of environmental impacts for an Environmental Impact Assessment (EIA) to be submitted with the planning application. The planning application and EIA will be subject to the usual processes before being determined. The development company estimate that once the development has started on site completion rates would be up to 300 dwellings and 4,000 sq m of employment floorspace a year. Schools, shops transport services and infrastructure will be phased alongside the housing and employment growth and this will be governed by legal agreement. In relation to the number of homes the Core Strategy and site allocation development plan will make provision for 3,000 homes at Elsenham, the application, to be in accordance with this policy will need to be for 3,000 homes and the conditions and any legal agreement governing provision of infrastructure, services etc will also relate to this number to make sure that the development is adequately served. The infrastructure plan which has to be submitted with the Core Strategy will explain how the supporting infrastructure will be developed. In relation to numbers of homes on the site the development company have indicated in their submission to the Council's Strategic Housing Land Availability Assessment (SHLAA) that the capacity of the site could be up to 5,000 homes but any proposals to increase the scale of development on the site would be considered in response to a review of the Core Strategy.

Comparison with Other Options

9.25 The conclusions from the White Young Green Sustainability Appraisal is that in terms of delivering services and facilities a new settlement has advantages because it would allow facilities and infrastructure to be designed into the development plan from the beginning. Further detailed discussions with service providers like the PCT and County Education would seem to confirm that this assessment is consistent with service delivery aspirations.

30 Elsenham A Strategic Master Plan Vision, Jan 2008, (Fairfield Partnership/ David Lock Assoc)

Services and Utilities 9

Use of Energy and Natural Resources

9.26 No new development will reduce the use of energy or other natural resources overall but there is more potential to be resource efficient at one large site as opposed to several smaller sites. In terms of sustainability objective 7 to conserve energy and improve the efficient use of natural resources a new settlement will perform better than options which split the development between a number of different sites. Having one larger development increases the justification for implementing some form of renewable energy scheme and in the case of the Elsenham scheme proposals for a cooperative which might take on some of the functions of managing such scheme have been worked up in some detail as part of the developers submission as part of the Eco Town process which will benefit the Elsenham site compared to the other new settlement proposals. Option 5 is least likely to move towards this objective due to the smaller scale of development likely.

Waste and Recycling

9.27 All options move away from sustainability objective 9 to reduce waste and increase recycling because the level of new development is likely to generate greater volumes of waste overall. The Council would extend its kerbside collection of recyclables to any new development but residents would have to make use of other recycling facilities for items not included in the fortnightly collections. At present the only civic amenity site in the district is in Saffron Walden although there are plans to provide one in Great Dunmow. Other recycling points are to be found at village halls, public car parks etc throughout the district but in most cases these collection points have limited capacity and only collect a limited range of items. A new settlement as part of option 4 will score better in relation to this objective than any of the other options because it would be of large enough scale to support additional facilities.

Crime and Anti Social Behaviour

9.28 In relation to options 1-3 development in town and village centres has the potential to generate areas of higher crime. In relation to a new settlement the effects are generally unknown. However, a survey of residents in Cambourne, the new settlement 9 miles west of Cambridge found that 30% of the respondents were concerned about youth behaviour. This however is a very similar percentage to other District and national surveys. Cambourne was therefore found to be no worse than anywhere else in this respect.⁽³¹⁾ Option 5 scores better in relation to this objective. Potential for development away from town centres results in less concentrated areas and less potential to generate areas of higher crime.

9.29 All of the development options are assessed as being neutral in relation to objective 15 to reduce vandalism and anti-social behaviour.

31 Lessons from Cambourne, Cambridge Architectural Research Ltd/Inspire East (2007)

9 Services and Utilities

Wastewater Capacity

9.30 This comparison is based on the findings of Stage 1 of the Water Cycle Study of the District.⁽³²⁾ The conclusions are based on the work done to date in preparing the Scoping and Outline Strategy which is the first stage in the preparation of a full water cycle study. As part of the detailed study additional work will be required on the final development locations before the submission Core Strategy is published.

9.31 The development to the north east of Elsenham would require extensive new and upgraded sewers. The construction of a new treatment works closer to the site would be constrained by the low dilution available in the headwaters of the nearby watercourses.

9.32 Options 1, 2 and 3 would require similar extensive new and upgraded sewers because the locations of potential development sites in Saffron Walden, Stansted Mountfitchet, Newport and Thaxted are on the opposite side of the settlement to the treatment works. Large scale development at Takeley could be accommodated by the Bishops Stortford WwTW but the sewers would need upsizing. At Newport, the cost of the new sewer required compared to the relatively low level of development proposed in options 2 & 3 makes this village location unviable. Great Dunmow WwTW has no capacity for development additional to that committed and limited opportunity to expand. Anglia Water Services are proposing an upgrade to the WwTW in 2014/15 which will accommodate existing allocations and the new development proposed in Great Dunmow under Option 4. The scale of development proposed under options 1, 2 & 3 would require additional capacity which would delay development until 2015-2020.

9.33 The potential new settlement location at Boxted Wood/Andrewsfield is 4km from the nearest Wastewater Treatment Works, and the construction of a new works would be constrained by the low dilution available in the headwaters of the nearby watercourses.

9.34 The potential new settlement location at Great Chesterford is less than 1km from WwTW allowing direct connection to the treatment works. However, increases in treatment capacity and discharge consent would be required. Of all the new settlement locations, Great Chesterford appears to have the least constraints in relation to wastewater.

9.35 Option 5 which would spread the development around a large number of villages is the least satisfactory because for a number of settlements the cost of upgrading sewers or treatment works compared to the relatively low level of development, makes certain locations unviable.

9.36 The development options propose large-scale development in the catchments of the Rivers Stort, Cam and Chelmer. A number of nationally and locally important wildlife habitats are located on these rivers. The housing strategy will need to ensure that the most sensitive catchments are protected from adverse increases in discharge.

32 Uttlesford District Water Cycle Study Stage 1: Scoping and Outline Strategy, Jan 2010 (Hyder)

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9.37 The water companies' investment programmes are based on a 5-year cycle known as the Asset Management Plan (AMP) process. As part of their five year business plan review the utilities advise OFWAT on the funding required to accommodate growth in their networks and at all their treatment works. As a result they base their investment programmes on development plan allocations, which form the clearest picture of the shape of the community. They require a three to five year lead in time for provision of the extra capacity. Where a complete new water or sewage treatment works is required the lead in time can be between five to ten years. New development may therefore need to be phased to allow the prior completion of the necessary infrastructure.

9.38 The Water Cycle Study concludes that at this Scoping and Outline stage, Option 1 appears to be the most favourable development option, as it minimises the length of new strategic sewers required. A strategy which involves a new settlement, creates significant challenges for water supply and wastewater collection and treatment.

Health Services

9.39 The PCT advise that in general terms, due to economies of scale it is preferable to plan and provide for primary health care facilities if housing and commercial development growth is concentrated within or near to established key service centres where existing facilities are more accessible and new facilities can be provided to serve a wider catchment. The PCT would prefer this approach to one of wide spread development dispersal where the provision of accessible social infrastructure is less achievable and efficient.

9.40 Sustainability objective 16 is to improve access to healthcare. The general approach to concentrating housing growth at existing urban locations and population centres as set out in some of the growth options has merit in terms of planning for health care provision. If a new settlement is proposed it would need to be of sufficient size to be able to generate the delivery of a full multi purpose health centre. Otherwise the new community's health care needs may have to be provided in a dispersed and fragmented way which would not represent the most sustainable option. With this in mind any new settlement option would need to accommodate a population of not less than 3,000 people. In relation to the other new settlement options the same considerations would apply as for the Elsenham new settlement.

9.41 In relation to option 1 further assessment of the impact of growth on the existing health care infrastructure would be required. There is some scope for the existing facilities in Great Dunmow to take on additional patients but it is likely that the committed housing schemes in the town and other parts of the A120 corridor will absorb this capacity. In addition there is only limited scope for expansion of the current facilities on their current sites and no NHS budget provision is available to fund a new site so land and premises would also have to be provided by the development to accommodate the related provision. There is some capacity in Saffron Walden to cope with incremental growth but a development in the region of 1,200 homes would trigger the need for a new health centre. New provision could be made on land on the hospital site and take the form of a mixed use development. Although the site could be provided, funding for

9 Services and Utilities

the building and gap funding for its operational use over the first three years would be necessary. Additional development at Stansted could be accommodated by a new health centre which is currently being planned.

9.42 For option 2 new health centres would be required at Great Dunmow and Saffron Walden. Needs arising from development at Takeley would probably be provided by the new centre at Great Dunmow and at Hatfield Heath and Hatfield Broad Oak which have a small amount of capacity. There is an existing small surgery in Newport which would not be able to cope with the potential increase in population and the existing facilities at Elsenham would be inadequate for the extension suggested. The likely outcome would be that health care provision in Stansted would need to accommodate the additional population. Proposed allocations at Thaxted and Great Chesterford would be likely to be accommodated by existing surgery provision at these villages. The remaining 130 homes could be accommodated by existing provision providing they were evenly distributed across the District. If they were to be concentrated at a single or small number of locations the health impact issues would need to be considered further.

9.43 Similar considerations as above would apply to option 3 but the additional scale of development at Elsenham would create difficulties for health care planning and service provision. The existing capacity would not be able to cope with the additional demand and procuring a new or extended health centre may not be viable.

9.44 Option 5 which would spread the development around a large number of villages is the least satisfactory for the PCT since the scale of development would not be enough to deliver the new facilities needed.

Sports and Cultural Facilities

9.45 In option 1 the existing facilities would not support the additional population and there would be a requirement to provide additional sports and cultural facilities to support residential development. In option 2 existing facilities would not support the development and residents would have to use services and facilities of nearby towns and larger villages where there is already a shortfall of playing space. New provision will need to be included as part of the development. In option 3 existing facilities would not support the additional population and there would be a requirement to provide additional sports and cultural facilities to support residential development. Development will require the release of land allocated or protected for playing fields and open space. With option 4 new development would be able to incorporate necessary sports and cultural facilities into the infrastructure at design stage and subsequently reduce pressure on use of existing facilities. Option 5 is the same as option 2 where residents would have to use services and facilities in nearby towns and villages and new provision would need to be included as part of the development.

Services and Utilities 9

Services for Young People

9.46 In Option 1 there is the potential to increase services and facilities for young people by expanding existing facilities at development sites. Similarly in Options 2 and 3 there is the potential to increase services and facilities for young people by expanding existing facilities at development sites. Development at smaller villages may place pressure on existing services and facilities and expansion may be limited in some cases.

9.47 In Option 4 the new development would be able to incorporate necessary facilities for young people into the infrastructure at design stage and subsequently reduce pressure on use of existing facilities.

9.48 In Option 5, as with options 1-3 there is the potential to increase services and facilities for young people by expanding existing facilities at development sites. Development at smaller villages may place pressure on existing services and facilities and expansion may be limited in some cases.

Shopping and Town Centre Facilities

9.49 Sustainability Objective 24 is to "ensure the vitality of town centres". The initial sustainability appraisal carried out in January 2007 did state that the creation of a new settlement would not support the vitality of the **existing** town centres but the White Young Green assessment of the Preferred Options document shows that all the options 1-4 would support the altered objective to support the vitality of town centres because the new settlement concept includes a new town centre which the development will support. At Elsenham this will include a foodstore and around 3,800m² of other retail floorspace along with cafes, restaurants and pubs and other town centre services like a library. This level of provision would be comparable with Stansted Mountfitchet. The other new settlement schemes at Boxted Wood, Chelmer Mead and Easton Park are proposed to include neighbourhood shopping centres. The provision is unknown at Great Chesterford but it is assumed to be similar so the impacts would be similar for all option 4 locations. Option 5 was not tested at the Preferred Options stage but the initial assessment indicated that development of smaller villages would not support the vitality of town centres and there is no new evidence to suggest that this assessment would change.

Sustainability Objectives		Option 4 with new settlement at:								
		Op1	Op2	Op3	Elsenham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	Op5
6	Wastewater Reduce and control pollution of air, water and soil	2	1	1	0	1	0	0	0	0

9 Services and Utilities

		Option 4 with new settlement at:								
Sustainability Objectives		Op1	Op2	Op3	Essexham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	Op5
7.	Conserve energy and improve the efficient use of natural resources	2	1	1	2	1	1	1	1	0
9.	Reduce waste and increase recycling	1	1	1	2	2	2	2	2	0
14.	Reduce the level of violent crime and burglary and fear of crime	0	0	0	0	0	0	0	0	1
15.	Reduce vandalism and anti-social behaviour - especially linked to drugs and alcohol	-	-	-	-	-	-	-	-	-
16.	Improve access to healthcare	2	1	1	2	2	2	2	2	0
17.	Improve sports and cultural facilities	1	1	1	2	2	2	2	2	1
18.	Improve services for young people	2	1	1	2	2	2	2	2	1

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Sustainability Objectives		Option 4 with new settlement at:								Op5
		Op1	Op2	Op3	Elsenham/ Henham	NE of Gt Chester- ford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	
24	Ensure the vitality of town centres.	2	1	1	2	2	2	2	2	1
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective, - objective not addressed by option										

Table 9.1 Services and Utilities Scores

Conclusions and Mitigation

9.50 Residents of the new development will need to have access to a range of services and facilities. In relation to Elsenham the water cycle study has identified significant constraints in terms of waste water treatment but overall the new settlement option offers the best means of delivering additional facilities because of the scale of development .

What	How	When	Who
Determine detailed requirements for water supply and disposal	Carry out detailed water cycle study in accordance with guidance and best practice.	Prior to Site Allocations DPD	Development Company, UDC, Water Companies, Environment Agency and other relevant stakeholders e.g. Natural England
Provision of new health care facilities & emergency services	Development to provide land for new health centre and developer funding for the building and a contribution towards service provision for the first three years. Ongoing discussions with emergency services	Master Planning Planning application	Development Company, PCT, UDC; Essex police; Essex Fire Brigade; Essex Ambulance Service.

9 Services and Utilities

What	How	When	Who
Demonstrate energy use and future energy efficiency improvements.	Carbon Footprint Assessment	Planning Application	Development company; UDC
Maximise resource efficiency during construction	Resource Use Efficiency Programme	During construction	Development company; house builder
Maximise Energy Efficiency	Implement in full the measures set out in the Council's adopted SPD on energy efficiency and other relevant guidance.	Master plan and planning applications	Development companies and UDC
Provide appropriate facilities to support social inclusion and to ensure equality between areas.	Provision of new sports and cultural facilities. Design and implement facilities and services for all ages and abilities into development plans	Master plan and planning applications	Development company UDC Relevant stakeholders eg Sport England
Control waste generated during construction	Site waste minimisation plans	Prepared at design stage, implemented at development stage	Development company; house builders; UDC; ECC
Reduce waste and increase recycling	House designs and scheme layout should allow for collection and disposal of recyclables from households and other uses e.g. shops, employment, schools etc Review of capacity of UDC recycling regime for householders waste.	Master Plan and planning applications	UDC Development Company

Services and Utilities 9

What	How	When	Who
Community Safety	Secured by Design Initiative	Master plan and planning applications	UDC, Development company, Essex police
	Community engagement and integration	ongoing	UDC

Table 9.2 Services and Utilities Mitigation

9 **Services and Utilities**

Social Issues 10

Introduction

10.1 This section considers a number of questions which do not fall easily within any of the other categories and have been described as social issues.

Links

Sustainability Objectives

- 14. Reduce the level of violent crime and burglary and fear of crime.
- 15. Reduce vandalism and anti-social behaviour -especially linked to drugs and alcohol
- 20.Reduce inequalities between areas, promote social inclusion and support cultural identity.

Sustainable Community Strategy Theme

- Feeling Safe

The Current Situation

- There is a higher percentage of the population aged 45 to 64 in Uttlesford than regionally and nationally .⁽³³⁾
- The Uttlesford District Council element of the average Council Tax per property Band D in 2009/10 is £143.28 ⁽³⁴⁾

Questions and Issues

Questions

What plans does the council have in place for the care of the elderly and vulnerable in the community?

Increase in Council Tax – what impact will any increase have on retired local residents whose incomes remain static?

33 Strategic Environmental Assessment Baseline Information Profile for Uttlesford, 2008-09 (ECC)

34 Inform: A guide to your Council Tax 2009/10

10 Social Issues

In Harlow the suicide rate has been huge as people strive to make a new life away from their own communities in a large complex with poor facilities – do you really want to repeat this error?

Will the property prices in Henham go down. If they do have you got any compensation package in place?

In the event of residents making the decision to move as a direct result of the new settlement what are the arrangements for compensation for the adverse effect of this proposal on the value of existing properties in the village.

If the development goes ahead what assurances can you give that we and our neighbours will receive compensation for the inevitable dirt and noise pollution from the construction work and will the footpath be moved away from Old Mead Lane to enable residents to erect gates at the entrance to help reduce the inevitable increase in crime that we will suffer?

Has the Council carried out any surveys to determine the impact of 3,000 dwellings on house prices?

Central government has forecast an economic downturn and a depressed housing market. Given these facts is there any need for any further housing development within the District.?

What strategies do you propose to help develop quality of life in this unwanted development?

The two villages joining together will need to be renamed, what will you call it?

How could the area and the existing local economy function if it becomes a massive building site for the next 15 years.

Is it true that a lot of the houses are intended for immigrants?

Response to the Issues Raised

10.2 The Council has carried out research into housing markets through the Strategic Housing Market Assessment (SHMA)⁽³⁵⁾ The Council has also prepared its Housing Strategy 2009 - 2012. This sets out what the housing needs of various groups in the District are including those of the elderly and vulnerable groups. The Local Development Framework will need to make adequate provision for these needs. A properly mixed community will need to make provision for all age groups not only in terms of housing but also healthcare, services and access to community facilities and activities.

35 London Commuter Belt(East)/M11 Sub-Region Strategic Housing Market Assessment 2008, Report of Study Findings v4 Oct 2009

Social Issues 10

10.3 The Council has not carried out any research into the effect of the development on house prices. There is no provision in legislation for compensation to be paid as a result of this type of development.

10.4 It is not clear why there would be a rise in Council Tax. Any necessary infrastructure is most likely to be funded through developer contributions. The Council is required to submit an infrastructure plan with the Core Strategy setting out all the infrastructure requirements and detailing when and how the infrastructure will be delivered, by whom, how much it is expected to cost and how it will be funded. Residents of the new development, will be paying council tax in the same way as existing residents.

10.5 The developers are proposing the setting up of a Community Trust - The Elsenham Co-operative Ltd (ECL) which will be funded initially by the Fairfield Partnership and also through an estate charge levied on residential and commercial properties. The intention is that the ECL will oversee social and community development and take on the long term maintenance and aftercare of new infrastructure such as the green ring and the broader public realm. Eventually the scope of the ECL's activities will be decided by residents who will ultimately take on the running of the co-operative. Potential roles which have been identified for the ECL are:

- Supporting community development workers to welcome new residents and help establish social and other networks.
- Management of renewable energy infrastructure and other networks including the potential to retail services to customers
- Managing sports and community facilities and also some retail units to secure a stream of income for ECL
- Promoting social and education programmes within the development
- Delivering and co-ordinating transport programmes and travel plans
- Promoting entrepreneurial activity business start ups and local employment in the new community

10.6 Current economic conditions have led to a downturn in the housing market as home buyers struggle to obtain mortgages which have also become more expensive. This has affected completion rates on a number of the existing housing sites within the district. The housing requirement for the district is set out in the East of England plan and the Core Strategy has to be in conformity with this plan. The current RSS looks forward to 2024 and the review of the RSS which is looking forward to 2031 is already at an early stage. This long term view means inevitably that there will be variations in the state of the economy during the life of the plan.

10.7 The name of the development would normally be chosen by the developer. The developers see the development as an expansion of Elsenham to a market town and at the moment have no plans for a new name.

10.8 No housing within the development will be specifically allocated for immigrant families. Anyone in housing need within the district will be assessed against the Council's normal allocation policies.

10 Social Issues

Comparison with Other Options

10.9 In terms of the sustainability objective of promoting social inclusion (no.20) Options 1,2 and 3 and 5 would move towards achieving this objective because existing towns and villages tend to have existing social networks in terms of clubs and societies etc which new residents can participate in.

10.10 A new settlement option moves away from this objective because it will draw resources from other areas. In terms of the new settlement options Elsenham meets this objective better than the other new settlement options because the concept of the development is to expand an existing settlement. Elsenham and Henham have a good range of established clubs and societies. Particularly in the early stages of the development new residents will be able to participate in these which will add to their quality of life. As the development grows and more facilities are provided and clubs and societies are set up within the development this will work both ways. The other new settlement options, with the possible exception of Great Chesterford, are located further away from existing villages and opportunities for this type of integration would be more limited. Option 4 would also involve some development at other towns and villages which would bring some resources, albeit at a reduced level than would be the case with options 1-3.

Sustainability Objectives		Op1	Op2	Op3	Option 4 with new settlement at:					Op5
					Elsenham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	
20.	Reduce inequalities between areas, promote social inclusion and support cultural identity	2	2	2	1	1(?)	0	0	0	2
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 10.1 Social Issues Scores

Conclusions and Mitigation

10.11 Quality of life for residents of the new development will be determined by a number of factors. The Council considers it is important to make sure that the type of housing being provided meets the needs of the residents, that the quality of the built and natural environment is high and that people have good access to the facilities and

Social Issues 10

services that they need including jobs schools, health services, open space and recreational facilities etc. This will be achieved through the planning process and through ongoing discussion with the developers, service providers and local communities.

What	How	When	Who
Identify the housing and other needs of all groups including the elderly and other vulnerable groups	Strategic Housing Market Housing Assessment Housing Strategy	As part of evidence gathering to support the Core Strategy	Uttlesford District Council in consultation with key stakeholders
Deliver housing/ services/ facilities which meets the identified needs	Develop appropriate policies and through the Core Strategy and other DPD's and other relevant strategies and programmes	Ongoing	Uttlesford District Council in Consultation with key stakeholders
Make sure appropriate infrastructure is provided	Sound infrastructure plan	To support the submission of the Core Strategy	Uttlesford District Council in consultation with key stakeholders

Table 10.2 Social Issues Mitigation

10 Social Issues

Transport 11

Introduction

11.1 Access to and from the development is one of the key issues, both during the construction phases and when the development is completed.

Links

Sustainability Objectives

- 10. Encourage the use of public transport, walking and cycling
- 11. Integrate modes of transport and concentrate development and facilities in town centres
- 12. Improve rural public transport

Sustainable Community Strategy Theme

- Getting Around

The Current Situation

- Rail services from Elsenham depart every 30mins in the peak and hourly in the inter peak periods. The rail journey time is 30mins to Cambridge and 1 hour to London. (2009)
- From the 2001 Census 11.5% of Elsenham and Henham residents take the train to work, 66.2% drive, 2.6% travel to work by foot and 0.5% by bicycle. This compares with 7.6%, 61.2%, 9% and 1.5% for the district as a whole.
- 3 bus services call at Elsenham. The most frequent being an hourly service Mondays to Saturdays between Bishops Stortford and Stansted Airport via Birchanger, Stansted Mountfitchet, Elsenham rail station, Henham, Elsenham Cross, and Elsenham Gaunts End. There also one service a day, weekdays to Bishop's Stortford and one service a day, weekdays to Saffron Walden, via Newport. Both these services act as school transport and the latter only runs on school days. (October 2009)

Questions and Issues

Questions

General Transport Issues

What transport planning has been undertaken for option 4?

11 Transport

Please could you supply me with copies of traffic surveys which show how this extra traffic would be accommodated, particularly with regard to traffic coming from the north?/Takes account of closure of the train station gates?

What assessment has been made of the impact of the additional traffic flows arising from option 4 to High Street, Crow Street and Chickney Road in Henham with particular reference to the impact on both pollution levels and pedestrian safety? Lorries are already excluded from Grove Hill – does this proposal include for the increase in lorry size as well?

Has any survey been carried out to see if Grove Hill could take the considerable level of additional traffic?What changes do you propose to make to the traffic management in Stansted Mountfitchet and in particular to Chapel and Grove Hill in order to prevent gridlock when the additional vehicles from the proposed development detailed in option 4. What is proposed for parking in Grove Hill and Lower Street, Stansted? If car parking outside the cottages on Grove Hill is removed to ease the flow of traffic will these residents get compensation? What are the proposals for safe and improved pedestrian access along Grove Hill onto Lower Street

If a second runway does not go ahead what are the Council's plans as regards road access to Bishops Stortford. Have feasibility studies been done to indicate the time it will take between 7.30am and 9.00am to travel to from Elsenham to Bishops Stortford using the existing road network. How does the Council propose to alleviate these problems?

Has any survey been carried out if North Hall Road can cope with the additional traffic volume

What new roads are planned and where and what improvements to the existing road system are envisaged/are these in any current plan or budget?

How will public transport cope? What plans are in place for public transport? Have trains and buses been ridden on to test the viability of journeys?

At a recent public meeting the chief planning officer said that inhabitants of Henham will have to get used to higher levels of traffic/congestion – could this be clarified?

Has anyone either from Fairfield or UDC done a study of traffic going west into Bishops Stortford at very busy times of the day?/Taken account of M11 closures?

How many homes will have to be knocked down to make way for a new road access?

Where will all the traffic go. Will residents be disallowed cars

How will you cope with extreme emergency at Stansted with these extra cars on the road

Transport 11

If this is the case will arrangements be made for a reduction in the present Road Fund Licence charge or an appropriate reduction in local council tax charges for car owners?

Local roads have difficulty in coping with the present traffic upgrades of bridges and roads would cause an inordinate amount of disruption – where is the evidence that this can be dealt with?

Why should Ugley Green have to suffer the damage and inconvenience of traffic using this road as an alternative to get to the Newport Road?

What are you going to do to safeguard the lives of people walking in Old Mead Road and the children at Newport Grammar School in the light of the extra traffic that you are planning to put onto these roads

Assumptions in the link capacity study are incorrect e.g. to Bishops Stortford 90% via Hall Road and 10% via Stansted Road – can you confirm this is correct. If cars take the shortest route the use of the substandard Stansted/Elsenham Roads are trebled. Can you please comment on whether the Council finds this acceptable and in the light of this whether option 4 is suitable.

What is the minimum width of pavements to enable safe passage for pedestrians

Why were applications along Elsenham Road/Grove Hill Stansted turned down on the grounds of additional traffic if the Council consider that the increase in traffic from the suggested new development of 3,000 houses in Elsenham/Henham is acceptable

Will the increased traffic and management and such not affect and harm the conservation areas especially in Stansted and Ugley and Green and the setting of nearby listed buildings. Please provide us with the Conservation Officer's comments on this point.

When I ride my bike in future how safe will it be on the roads (they are very narrow round here) with the extra traffic?

How do you propose moving thousands of cars which will be based in the development especially across the railway line?

How is everyone going to get out of the villages even if there is a new motorway link only a certain amount of new residents require to commute via the motorway. To offset any gridlock will the Council consider building more roads thus destroy more countryside?

There have already been several accidents along Old Mead Lane so how will such an increase in the volume of traffic be catered for. In addition Chapel Lane in Stansted is already a bottleneck at peak times so how would this be able to cope with a huge increase in the volume of traffic and ongoing Stansted development?

11 Transport

I understand that a traffic survey was carried out by Fairfield Homes which said that the existing roads could carry the extra traffic, do you believe this is correct? Do you think existing road and rail is adequate?

If 3,000 more cars are on the road getting to school would be near to impossible. How will you overcome this problem- build more roads?

Questions

Phasing

When can I expect building work to commence?

Do the Council have any guarantees from the developer that the road infrastructure would be improved sufficiently prior to the start of any construction/houses being occupied?

How do we know that the developer will contribute to necessary infrastructure and services?

Could you give an indication of how long it would take to upgrade the necessary roads and when these works would be finished in relation to when the housing would be finished.

Questions

Construction Traffic

Any houses built will require a great deal of construction vehicles. How is this large volume of traffic going to cope with the country roads around Henham and Elsenham where every road in and out of Elsenham already has either a severe hazard or a weight/width restriction? What routes does the Council expect construction traffic to use from the main roads and motorway to Elsenham?

Questions

Link Roads

Is a new road planned from the settlement to the B1383

There is mention of the need for a link road. Where, when and by who would this be provided? Why is there no evidence that this would be necessary/delivered?

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What would the new proposed link road between Old Mead Road and Hall Road achieve other than create a prime site for commuting time traffic queue trying to get onto the Stansted/Thaxted Road

Road access to Stansted, Stortford, major hospitals, M11 is already hopelessly inadequate. A link to Henham Road and Hall Road (which will be a dead end if a new runway is built) will make little difference. How do you plan to overcome this very major problem.

Is the Molehill Green Road which runs the perimeter of the airport to be retained? I use this all the time instead of travelling through Stansted but I have heard that this is to be removed as a result of the airport expansion. Please clarify this point? Where will the traffic go?

New roads will be required to service the development. Will this link the old A11 in the north to the A120 in the south.

Is a airport relief road to the east of the airport from just south of Old Mead to the A120 (previously abandoned by BAA) being considered by your team?

Questions

Northern Route

What are your proposals for the northern route to Newport which is only 13ft wide at some points? Can you please let me know if there are any plans to make North Hall Road suitable for two way traffic?

Will the small bridge known as the toot toot bridge be widened or a new bridge built as this is the main route north?/How will the issues here be solved

Questions

Rail

How will the small station at Elsenham cope with the extra throughput? What investigations and provisions have been made for this development to deal with the extra rail passenger numbers/ increased number of trains through Elsenham? What improvements will be made at the Station?

Have the rail companies been advised of this consultation and the potential demands at peak train times? With reference to 1) the train service, including safe commuter levels and overcrowding 2) car parking and 3) the road track level crossing in

11 Transport

Elsenham 4) capacity at Liverpool Street. How will they deal with the extra traffic and passenger numbers from option 4 without the scope to expand services or put in an extra track?

What are the Council's proposals for the adequate draining of the proposed new development bearing in mind that this also includes the railway line. Have the railway authorities been approached and if so what are their comments?

11.2 Essex County Council raised the following concerns in response to the November 2007 Core Strategy Preferred Options Consultation document-

- Providing access for additional traffic to the Strategic Road network, A120 and M11. The existing main access routes would be Hall Road/B1256 to Takeley and the B1051 to Stansted, both of which are currently constrained in terms of the width and alignment. There may be other consequences with additional vehicular use of the rural road network to join main/strategic roads avoiding congestion at major junctions/interchanges. Substantial infrastructure expenditure would be necessary to overcome these issues.
- The long term viability of public transport to serve a new settlement of 3,000 homes
- Connection to the strategic cycleway network and pedestrian links/connectivity to local services and facilities and the wider rights of way network
- Access to local services and facilities - the provision of a maximum level of local facilities would be essential to support the preferred option. It is not clear what local facilities and services a development of 3,000 houses could realistically support. Services and facilities not capable of provision as part of the 3,000 house development are likely to be procured from Bishop's Stortford using private transport through a locally constrained highway network referred to above.
- Rail services from Elsenham are less frequent than other stations in the area including Stansted Airport potentially making travel from this station less attractive. The proximity of the station to the new settlement, convenient access routes and frequency of train service are all crucial matters requiring further information. The ability to secure enhanced rail access will be important in determining the sustainability of the option.

11.3 The strategy preferred by the Highways Agency is for development to be concentrated in market towns because they offer the most sustainable locations. However they have no objection in principle to the development at Elsenham subject to it being a sustainable development. No new access would be allowed from the development to the M11. Development would need to be subject to a Transport Assessment to assess the impact on junction 8 of the M11.

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Response to the Issues Raised

General Transport Issues

11.4 The development company have commissioned two transport studies. An Initial Road Link Capacity Assessment was carried out in 2006. A Strategic Transport Statement was produced in March 2008 to discuss the key transport issues and agree the approach and methodology for the Transport Assessment. This Statement was considered by officers from the District and County Councils, Hertfordshire County Council and the Highways Agency. Following this a Full Transport Assessment of both the Local Development Framework preferred option (as well as the higher level of growth associated with the Eco-Town) has been carried out. As at February 2010 the assessment was still the subject of discussion and negotiation between the developers and County Highways and the Highways Agency.

11.5 The key focus of the transport assessment work which has been carried out is to provide only appropriate sufficient capacity for the most sustainable transport scenario. This means that the design of the settlement has sought to minimise the need to travel by providing jobs, shopping etc within the town. The proposals seek to provide a comprehensive network of footpaths and cycle ways within the development to minimise the need within the development for trips by car. A new high quality bus service will be introduced to connect the new town to Stansted Airport, Stansted Mountfitchet and Bishops Stortford.

11.6 The transport assessment has identified the following key constraints which are consistent with the concerns raised by local people in their representations.

- Level Crossing at Elsenham Station
- Rail capacity limits on train size at Elsenham Station
- Poor bus services operating to Elsenham
- Rural pedestrian and cycle network
- Elsenham Cross Junction
- Grove Hill signalised junction on the approach to Stansted Mountfitchet
- North Hall Road, Railway underpass (the Toot Toot bridge)
- Hall Road bend at Elsenham Hall
- M11 Junction 8
- Takeley Crossroads
- Environmental constraints at Tye Green/Ugley

Phasing

11.7 The development company are assuming a start on site in 2012 with 3,000 dwellings being completed in 2022, at a completion rate of approximately 300 homes per year. The detailed phasing of growth will be a matter for more detailed stages of the master planning. In broad terms the developers are suggesting that the phasing growth is likely to run from west to east to allow highway infrastructure to be delivered early in the process.

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Construction Traffic

11.8 All construction traffic is expected to use Hall Road. A Construction Management Plan would be required with any planning application setting out details including haul routes and times of operation.

Roads

11.9 No new link road is being proposed from the B1383 to the A120.

11.10 Two new access points are proposed on to North Hall Road, one at the station and one further north. It is proposed that the existing level crossing will be closed and limited to public transport vehicles only, with the potential for continuing cycle use. The main access point to the development will be off Henham Road. A new link road is proposed between Henham Road and Hall Road to bypass the current junction at Elsenham Cross.

11.11 The best possible route for road access will be the use of Hall Road and Parsonage Road connecting to Takeley and from there to the A120/M11. For this to be achieved there would need to be a new link road from Henham Road to Hall Road to avoid Elsenham Cross; improvements to Hall Road such as road widening to allow two lorries to pass comfortably, and improvements to the Takeley Four Ashes crossroads. The viability of these improvements will need to be investigated.

11.12 Traffic from the development will need to be discouraged from using the B1051 unless the destination is Stansted itself. A number of measures would be needed for this to be achieved including bus priority on the approach to Stansted Mountfitchet.

11.13 The Core Strategy is being prepared on the basis of Stansted Airport G1. However, should the airport expand in line with the G2 proposals this would include significant changes to local roads, including diversions and stopping up. This would include a new road around the western perimeter of the airport linking Hall Road to Priory Wood roundabout.

11.14 It is not proposed to widen the northern route to Newport, to build a new bridge or widen the existing bridge. The potential for traffic to be controlled by traffic lights at this point is being considered by the development company.

Rail

11.15 Network Rail's Greater Anglia Route Utilisation Strategy, (December 2007) recognises that there is a need to increase capacity on the West Anglia route by lengthening peak hour trains from existing 8 cars to 12 cars. This will require platform lengthening at all stations between Cheshunt and Cambridge including Elsenham. The platform lengthening scheme has been included in Network Rail's Control Period 4 Delivery Plan 2009-2014 but there is currently no commitment for funding for platform

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lengthening at Elsenham. Network Rail has announced that it is looking at other solutions for Elsenham, such as selective door opening. As part of the Development Company's Transport Assessment WSP has produced a Rail Strategy ⁽³⁶⁾.

11.16 As part of the transport strategy for the site the developers are proposing the closure of the level crossing to vehicular traffic other than public transport vehicles, with the potential for continuing cycle use. They are in discussion with Network Rail about this.

Employment Traffic

11.17 In relation to employment sites the Highways Agency will expect policies to include a requirement for the careful consideration of likely employee travel patterns and the development of demand management measures to reduce potential trunk road impacts. These demand management measures will include Travel Plans as well as parking management.

Comparison with Other Options

11.18 The Sustainability Appraisal carried out by White Young Green found transport benefits exist in that a settlement north east of Elsenham has the benefit of being able to focus on Elsenham railway station and can be served by a frequent bus service to larger settlements and Stansted Airport Regional Interchange Centre.

11.19 In terms of the sustainability objective 10 to encourage the use of public transport, walking and cycling, options 1, 2 and 3 would move towards this objective because existing towns and villages tend to have existing networks which can be used by new residents. Option 5 would move away from this objective because many of the smaller villages are poorly serviced by public transport and the scale of development in the villages would not support additional services. Option 4, for whichever location, would move towards this objective because it would enable a new public transport system to be developed. Elsenham, compared to the other new settlement locations, benefits from the existing railway station within walking distance of the development and an hourly bus route linking it to higher order settlements which can be used as the basis for a high frequency bus service.

11.20 In terms of the sustainability objective 11 of integrating modes of transport and concentrating development and facilities in town centres, options 1, 2 and 3 would move towards this objective because it would allow better integration of transport networks, but may contribute to traffic congestion in the towns. Option 5 is less likely to be able to integrate into existing networks because most villages are not served by different modes of transport and this option would draw resources away from town centres. Option 4 would enable a new public transport system to be developed. Elsenham, compared to the other new settlement options benefits from access to the railway station and an

36 Elsenham New Market Town, Public Transport (Rail) Strategy, The Fairfield Partnership, March 2008, WSP

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hourly bus service which can act as the basis for a high quality service. The other new settlement locations would require existing services to be upgraded to high quality and high frequency services.

11.21 In terms of the sustainability objective 12 of improving rural public transport, option 1 would minimise the need and demand for improvements to rural public transport and would therefore move away from this objective. Options 2 and 3 move towards this objective because they may increase demand for public transport and as a result of development may facilitate future expansion. Option 4, for whichever location, moves towards this objective because it would enable a new public transport system to be designed for the area which would benefit adjoining settlements. The degree to which option 5 moves towards this objective will depend upon the scale of development in the settlements and whether it would facilitate future expansion of bus services. The broad distribution of development which this option proposes is unlikely to achieve this.

11.22 In terms of sustainability objective 13 to reduce the number of road casualties and ensuring ease of pedestrian movement, especially for the disabled, Option 1 has the potential to increase the number of vehicles on the roads, however, locating the development in the towns should allow people to access services and facilities by foot or cycle therefore reducing some traffic movements. Options 2 and 3 have the potential to increase the number of vehicles on roads and contribute to the incidence of road casualties. The design of new development should make sure that pedestrians and cyclists can move around easily without coming into conflict with cars and other traffic. Option 5 moves away from this objective because new residents would need to travel to higher order settlements for services and facilities therefore increasing the number of vehicles on roads throughout the District. Option 4, with the appropriate infrastructure, services and facilities will reduce the need to travel to existing towns thus reducing the need to travel. Ease of movement for pedestrians and cyclists can be built into the design of the development.

11.23 A transport assessment summarising the options has been undertaken by Essex County Council ⁽³⁷⁾

11.24 The assessment shows that Option 4 Elsenham and development at Saffron Walden (Options 1, 2 & 3) are the most remote from the strategic road network. Sites which have a rail station within 5km can offer a benefit, and a possible reduction in car journeys and options 1, 2 & 3 have the benefit of access to rail stations at Stansted Mountfitchet, Audley End, Elsenham and Newport. Option 4 at Elsenham and Great Chesterford are close to rail stations whilst the other new settlement locations are not located near stations.

11.25 All the options require additional infrastructure to the either the strategic and/or non-strategic road network. In relation to the strategic road network, space already exists for an additional spur to the A120 at the Dunmow West junction to serve Easton Park. Boxted Wood has access to the A120 via east bound slip roads, but the need to

37 Comparative Transport Analysis: A transport analysis of potential strategic development locations in Uttlesford, 2010 (ECC)

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create west slips would need to be assessed. Development at Great Chesterford would require further assessment of the capacity of the A1301/A505 roundabout, M11 junctions 9 and 10 as well as the B184 to consider any mitigation measures required.

11.26 In relation to the non strategic road network Options 1, 2 and 3 would require a link road in Saffron Walden between Radwinter Road and Thaxted Road; possibly the completion of Woodlands Way in Great Dunmow; and potentially junction enhancements in many of the settlements. Option 4 at Elsenham would require improvements to Hall Road, Parsonage Road and Takeley Four Ashes to make this the most desirable route to the strategic road network. Option 4 at Chelmer Mead would possibly require junction enhancements at Station Road/B1256.

11.27 All the options would require new or improved bus services. Experience has shown that it requires a bus service with a 10-15 minute frequency available from when people move into the development to entice people away from their cars.

11.28 All the options would require foot and cycle-way connections. Within all the new settlement options this would be to connect to internal services and facilities and to services beyond the development site or for leisure services. Option 4 locations at Boxted Wood; Chelmer Mead and Easton Park have the potential to link to the Flich Way. This is similarly the case at Takeley (option 2) and Great Dunmow (Options 1-3). For options 1, 2 & 3 connections would be required to the town or village centre and facilities.

Sustainability Objectives		Option 4 with new settlement at:								
		Op1	Op2	Op3	Elsenham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	Op5
10.	Encourage the use of public transport, walking and cycling	2	2	2	2	1	1	1	1	0
11.	Integrate modes of transport and concentrate development and facilities in town centres	2	2	2	2	1	1	1	1	0

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Sustainability Objectives		Op1	Op2	Op3	Option 4 with new settlement at:					Op5
					Elsenham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	
12.	Improve rural public transport	0	1	1	1	1	1	1	1	0
13.	Reduce the number of road casualties and ensure ease of pedestrian movement, especially for the disabled	1	0	0	1	1	1	1	1	0
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 -option least likely to meet objective										

Table 11.1 Transport Scores

Conclusions and Mitigation

11.29 The government's planning guidance on transport aims to promote more sustainable transport choices, promote accessibility to jobs, shopping, leisure facilities, leisure facilities and services by public transport, walking and cycling; and reduce the need to travel, especially by car. However it is recognised by government and the District Council that the car will continue to have an important part to play and in rural areas will remain the only real option for travel.

11.30 Elsenham scores well because unlike other options it can provide two alternatives to the use of the car through access to rail and bus services, and by providing services and facilities on site reduces the need to travel. However this needs to be weighed against the improvements needed to the road network.

What	How	When	Who
Assess overall transport impacts	Transport Assessment	Prior to planning application	Development company Essex County Highways

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What	How	When	Who
			Highways Agency UDC
Junction Improvements and traffic management measures	Agreed mitigation measures arising from Transport Assessment	Commencement of Development	Development company Essex County Highways
Minimise employment generated traffic	Green Travel Plans	Planning applications for employment development	Development company Essex County Highways UDC
Improve Bus Services	High quality and high frequency bus link	Available from occupation of first dwellings	Development company Essex County Highways Bus companies
Improved Pedestrian/Cycle Access	Pedestrian/cycle routes within development and connections to strategic cycle network and rights of way to link to facilities and for leisure purposes.	Master plan and planning applications	Development companies and UDC
Improved rail facilities	Discussions with network rail about their Delivery Plan 2009-2014 and the platform lengthening scheme.	Ongoing	Development Company UDC Network Rail

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What	How	When	Who
Manage Construction Traffic	Through a Construction Management Plan	Planning Application	Development Company UDC Essex County Highways

Table 11.2 Transport Mitigation

Overall Conclusions 12

12.1 The table below gives the scores for all the sections above and totals these to try and give some comparison values between the Options.

Sustainability Objectives		Option 4 with new settlement at:								
		Op1	Op2	Op3	Essexham/ Henham	NE of Gt Chester- ford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	Op5
1.	Enhance and conserve the countryside	0	0	0	0	0	0	0	0	0
2.	Retain and enhance biodiversity	1	1	1	1	1	0	0	0	1
3.	Conserve the historic built environment	0	0	0	1	1	1	1	1	0
3.	<u>Archaeology:</u> Conserve the historic built environment	1	1	1	0	0	1	2	1	1
4.	Provide a high standard of design and maintenance for historic buildings and their surroundings	0	0	0	1	1	1	1	1	0
5.	Reduce and control noise	0	0	0	1	1	1	1	1	1

12 Overall Conclusions

Sustainability Objectives		Op1	Op2	Op3	Option 4 with new settlement at:					Op5
					Essexham/ Henham	NE of Gt Chester- ford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	
6.	Reduce and control pollution of air water and soil	0	0	0	1	1	1	1	1	1
6	<u>Wastewater</u> Reduce and control pollution of air water and soil	2	1	1	0	1	0	0	0	0
7.	Conserve energy and improve the efficient use of natural resources	2	1	1	2	1	1	1	1	0
8.	Deal with threats posed by flooding	1	1	1	1	1	1	1	1	1
9.	Reduce waste and increase recycling	1	1	1	2	2	2	2	2	0

Overall Conclusions 12

[illegible]

12 Overall Conclusions

[illegible]

Overall Conclusions 12

Sustainability Objectives		Option 4 with new settlement at:								Op5
		Op1	Op2	Op3	Essexham/ Henham	NE of Gt Chester- ford	Boxted Wood/ Andrews field	Easton Park	Chelmer Mead	
20.	<u>Affordable Housing:</u> Reduce inequalities between areas promote social inclusion and support cultural identity	1	2	2	1	1	1	1	1	1
20.	Social Issues: Reduce inequalities between areas and promote social inclusion and support cultural identity	2	2	2	1	1	0	0	0	2
21.	Improve school leavers' training and qualifications and training	0	1	1	2	0	2	2	2	0

12 Overall Conclusions

Sustainability Objectives		Op1	Op2	Op3	Option 4 with new settlement at:					Op5
					Essexham/Henham	NE of Gt Chesterford	Boxted Wood/Andrews field	Easton Park	Chelmer Mead	
22.	Help socially and environmentally responsible business growth	0	0	0	1	2	1	1	1	0
23.	Support the rural economy and village facilities	0	2	2	1	1	0	0	0	2
24.	Ensure the vitality of town centres	2	1	1	2	2	2	2	2	1
Total		25	24	24	32	29	27	28	27	15
Scoring: 2 - option most likely to meet objective, 1 - some issues identified, 0 - option least likely to meet objective, - objective not addressed by option										

Table 12.1 Total Scores

12.2 The study work and consultation with stakeholders which the Council has carried out since the preferred options consultation and which is reflected in the table above is consistent with the results of the Sustainability Appraisal work previously carried out by White Young Green. It demonstrates that all five options may result in a potential loss of land, biodiversity and increased likelihood for pollution incidents during construction. The two latter aspects can be adequately managed if given suitable priority and attention throughout the course of the development.

12.3 Opting to expand existing settlements leads to a greater number of negative socio-economic and environmental impacts and highlights a difficulty in mitigating against these negative impacts. This is largely due to the problems of providing appropriate facilities and infrastructure i.e sports facilities, schools, primary health care etc that increased development demands in each existing settlement area.

12.4 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 new settlement option provides a practical solution to one of the key issues - that of

Overall Conclusions 12

making provision for secondary education. A number of existing settlements, namely Stansted Mountfitchet, Takeley, Great Dunmow, Little Dunmow/Felsted and Saffron Walden already have considerable development committed to them. A new settlement will provide greater protection to key aspects in relation to this such as protecting the historic importance and the intrinsic character of the existing towns and villages. Option 4 is supported by key consultees like English Heritage and Natural England who consider that a new settlement is likely to offer the most sustainable option in terms of preserving the rural character of the district overall. In addition, all new development is going to incorporate renewable and local carbon technologies and a new settlement will benefit from economies of scale in incorporating this technology. Overall noise impacts are likely to be comparatively reduced under Option 4 as development in this option will take place away from immediate noise sensitive receptors.

12.5 Of the new settlement options the location to the north east of Elsenham has the benefit of being able to focus on Elsenham rail station and can be served by a frequent bus service to large settlements and the regional transport interchange at Stansted Airport. North East Elsenham and Great Chesterford are seen as having advantages over the other new settlement options because they are more closely linked to existing settlements with facilities including a railway station. These bring benefits where facilities can be shared whilst the settlement is being developed. Great Chesterford, however is potentially less sustainable because it is unknown at this stage how the new settlement will relate to the existing village and could in fact benefit environmentally by being separated by a landscaped belt. Furthermore Great Chesterford is less sustainable than Elsenham in terms of secondary schooling because the school capacity in Saffron Walden is so limited and could not accommodate pupils in the period until a new secondary school opened.

12.6 The findings of this Comparative Sustainability Appraisal therefore provides the justification to progress with the Core Strategy for further consultation with land to the north east of Elsenham as the key element of the housing strategy.

12 Overall Conclusions

Glossary 13

Aquifer - an underground water source

Affordable Housing - housing provided with a subsidy, for people who are unable to meet their housing requirements in the private housing market.

Air Quality Management Areas (AQMA's) - an area where the level of nitrogen dioxide in the air is consistently above national objectives for health related air pollutants.

Ancient Monument - ancient monuments are usually earthworks or unoccupied structures. Nationally important sites are added to a list or "schedule" and they are protected from disturbance.

Ancient Woodland - an area that has been continuously wooded since at least 1600 A.D.

Brownfield Land - Land that has or has had some form of built development on it - this includes residential garden land.

Conservation Area - a statutory designation made by the local authority identifying areas which have a special architectural or historic interest. Designated under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

Core Strategy - One of the key documents in the Local Development Framework setting out the strategic vision and policies for development within the district.

Environmental Impact Assessment (EIA) - an appraisal of the environmental impacts of a development proposal as part of the planning application process.

G1 - (Generation 1) - an increase in the passenger numbers at Stansted Airport to 35 million a year for which planning permission has been granted.

G2 - (Generation 2) - an increase in the passenger numbers at Stansted Airport to 68 million a year which would need additional airport land and a new runway for which planning permission has been sought but not yet determined.

Green Space - Green space of public value such as parks & gardens; provision for children/young people; natural & semi-natural greenspace; outdoor sports facilities; allotments; and amenity areas.

Green Travel Plan - a plan produced, normally to accompany a planning application which demonstrates how the occupiers will be encouraged to travel by means other than the private car. Schools and employers can also produce travel plans.

Greenfield Land - land that has never had any built development on it.

Historic Landscape - ancient landscapes where there are notable complexes of surviving ancient semi natural woodland with coppiced and standard trees and medieval boundary banks. There are two areas in the district - Hatfield Forest and the southern part of Debden Parish.

13 Glossary

Historic Parkland - twelve parklands are identified in the Uttlesford local plan for their historic and landscape importance.

Housing Strategy - sets out the vision for housing in Uttlesford by maximising the delivery of a range of new affordable homes to meet diverse needs, improve the condition of the housing stock and build sustainable communities.

Legal Agreement - normally referred to as a section 106 agreement, which sets out what the developer is legally obliged to provide as part of the planning approval for a development.

Listed Building - a building of special historic or architectural interest listed by the Government under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.

Local Development Framework (LDF) - the collective name for all the documents and that will make up the planning framework for the district to replace the Uttlesford Local Plan adopted in 2005.

Local Wildlife Sites - are recognised as having nationally and regionally important habitats and species. They are protected within the local planning system and the Council needs to consider any impacts on them when considering planning applications.

Master Plan - a document prepared by the development company to show how the development will be carried out. The master plan should be subject to public consultation.

Metropolitan Green Belt - predominantly open land around urban areas which has the strategic role of checking the sprawl of towns.

Planning Policy Guidance Note (PPG) - national planning policy guidance published by the Government setting which local planning documents have to take into account. (no longer being issued)

Planning Policy Statement (PPS) - national policy statements now replacing PPGs

Protected Lane - historic by ways and lanes often narrow and enclosed with high banks

Regional Spatial Strategy (RSS) - strategy produced by the Regional Planning Body - the East of England Regional Assembly - known as the East of England Plan.

Registered Social Landlord (RSL) - normally a housing association or other provider of subsidised housing.

Renewable Energy - energy generated from the sun, the wind, water power or plant material (biomass).

Schools Organisational Plan - a document produced by Essex County Council which sets out the requirement for places in maintained primary and secondary schools for a five year period and identifies the areas where providers will need to match supply with demand.

Glossary 13

Site of Special Scientific Interest (SSSI) - sites which have national importance for wildlife. The site can be important because it is an important habitat or because of the species of plants, birds, animals and/or insects which it supports.

Spatial Strategy - the strategy that determines the broad location of development within an area - the Core Strategy will contain the spatial strategy for the District

Strategic Housing Market Assessment (SHMA) - a study of housing markets to assess needs and demand for different types of housing.

Strategic Housing Land Availability Assessment (SHLAA) - a study of potential housing sites within the district to determine their availability, suitability and deliverability.

Strategic Flood Risk Assessment (SFRA) - a study which investigates and identifies the extent of flood risk in the area. As well as the district wide SFRA, flood risk assessments (FRAs) are also done for individual sites.

Sustainability Appraisal (SA) - an appraisal of the impacts of policies and proposals on economic, social and environmental issues.

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)

Sustainable Drainage Systems - also known as **SuDs** are systems which are designed to collect surface water run off and to allow slow discharge into the ground or into water courses to reduce the danger of flooding. The water can also be filtered to improve its quality.

Urban Capacity - sites within existing towns and villages which the Council thinks will come forward for residential development.

Uttlesford Local Strategic Partnership (LSP) - also known as Uttlesford Futures this is a group made up of public, private and voluntary and community sector agencies which work together to make sure that services are delivered in a co-ordinated way within Uttlesford. The LSP is responsible for the production of the Sustainable Community Strategy which sets out a vision for the future of Uttlesford and sets out what the partnership will deliver over the coming years. One of the key purposes of the Core Strategy is the delivery of the Sustainable Community Strategy.

Viability Assessment - a study to determine whether sites can be delivered taking into account the costs of providing affordable housing and any other requirements e.g. community facilities, schools, etc.

Water Cycle Study (WCS) - a study to make sure that the water supply, wastewater collection and wastewater treatment infrastructure in the District can accommodate the required growth levels, at the same time minimising flood risk and the impact on the water environment.

13 Glossary