

Uttlesford Core Strategy - Policy Choices and Options for Growth, January 2007

Contents

Contents

1 Introduction	1
Making Your Comments	1
The Core Strategy	2

Part 1- Objectives and Policy Choices

2 Objectives and Policy Choices	7
3 Theme 1 - Economy, Employment and Training	8
Economy, Employment and Training - Vision Statement 1	8
Economy, Employment and Training - Vision Statement 2	11
Economy, Employment and Training - Vision Statement 3	13
4 Theme 2 - Getting Around	17
Getting Around - Vision Statements 4, 5 & 6	17
5 Theme 3 - District Character	22
District Character - Vision Statement 7	22
District Character - Vision Statement 8	27
District Character - Vision Statements 9 & 10	31
District Character - Vision Statement 11	36
District Character - Vision Statements 12 & 13	40
District Character - Vision Statement 14	44
District Character - Vision Statement 15	51
6 Theme 4 - Living in Communities	52
Living in Communities - Vision Statement 16	52

Part 2 - Options for Growth

Contents

7 Options for Growth	55
Introduction	55
8 Growth Strategy Option 1a - Concentrate all development at Saffron Walden	58
9 Growth Strategy Option 1b - Concentrate all development at Great Dunmow	66
10 Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet	74
11 Growth Strategy Option 1d - Concentrate development in the largest centres	82
12 Growth Strategy Option 1e - Concentrate development in a single new settlement	90
13 Growth Strategy Option 2a - Distribute development over a range of settlements	97
14 Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor	103
15 Growth Strategy Option 2c - Distribute all the development in villages around the District	109
16 Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow	118
17 Key Diagram	125

Introduction

1 Introduction

Making Your Comments

This consultation is part of the process of developing the Issues and Options that the Council needs to consider in the preparation of the Core Strategy. If you have any comments on this document you can make them on the form provided or by letter to:

The Planning Policy Team
Uttlesford District Council
Council Offices
Saffron Walden
Essex
CB11 4ER

You can also make comments online. The Council is using a new publishing and online consultation system and there are a number of benefits in registering on the Limehouse system and responding on line.

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

To register on the online system please go to:

<http://consultation.limehouse.co.uk/index.do?identifier=uttlesford>

or go to the Uttlesford website at www.uttlesford.gov.uk and follow the links.

However you choose to make your comments please return them by Friday 9th March 2007

If you have any questions about the consultation please contact the Planning Policy Team on 01799 510461 or 01799 510454

If you would like a copy of this document in Braille, large print or another language please contact the Customer Care Manager on 01799 510467.

1 Introduction

The Core Strategy

What is the Core Strategy?

1.1 The Core Strategy is one of the key documents in the new Local Development Framework for Uttlesford and the first Development Plan Document to be prepared. It will set out the long-term vision and objectives for the district including broad policies for steering and shaping development and identifying broad locations for new housing growth as well as defining areas which should be protected. The other two development plan documents the Council will be preparing on development control policies and site allocations will have to be consistent with the Core Strategy.

1.2 The programme for the preparation of the Core Strategy is set out in the Local Development Scheme which is available on the Council's website (www.uttlesford.gov.uk). This document is part of the consultation process asking for people's views on the issues facing the district and possible options for action. When the Council has looked at the responses to this document it will prepare another document for consultation which will refine the ideas set out here into a set of preferred options. This will then be subject to further consultation in the autumn of 2007 and a final draft will then be prepared for submission to the Secretary of State in March 2008. An examination into the soundness of the Core Strategy will take place in October 2008 before it can be finally adopted in 2009.

What is this Document About?

Part 1 – Objectives and Policy Choices

1.3 The first part of this document sets out a proposed vision for the District up to 2021. It then sets out suggested objectives for achieving the different elements of the vision and suggests the sort of policies which might be needed in the Core Strategy to meet those objectives.

Part 2 – Options for Growth

1.4 The second part of this document sets out a number of options that could be used either on their own or in various combinations to deliver the housing growth that will be required in the District up to 2021. Your views on this key aspect of the Core Strategy are very important to the Council. There may be other options which the council has not considered and at this stage any suggestions for new options you think the Council should look at would be welcome.

Introduction

1

Evidence

1.5 The information the Council has used to prepare this document is taken from various sources which form the “evidence base.” Most of the documents are available on the council’s website or you can look at copies at the Council’s Offices in Saffron Walden and Great Dunmow. Other documents may be included as new work is done to inform various stages of the LDF work.

Document	Scope
Sustainability Appraisal and Strategic Environmental Assessment Scoping Report White Young Green 2006	A systematic and continuous assessment of the social, environmental and economic effects of the strategies and policies in the Local Development Framework
Uttlesford – Strategic Environmental Assessment Baseline Information Profile Essex County Council 2006	Draws together data on the topic areas covered by the Strategic Environment Assessment legislation
Appraisal of Employment Land Issues 2006 Public and Corporate Economic Consultants (PACEC)	Assesses the current use and future need for employment land within Uttlesford
Cambridge Economic Interventions Roger Tym & Partners with GVA Grimley October 2006	A study to understand the interventions necessary to deliver the employment growth in the Greater Cambridge sub-region over the period 2001 – 2021.
District Retail Study 2005 Hepher Dixon	Examines the future retail need and capacity within the District
Braintree, Brentwood, Chelmsford, Maldon and Uttlesford, Landscape Character Assessment 2006	Provides a baseline inventory of the landscape character in the five district areas.

1 Introduction

Document	Scope
Chris Blandford Associates	
Housing Supply at April 2006 (UDC)	Tables showing dwelling completions and sites with outstanding planning permission.
Urban Capacity Study 2005 Uttlesford District Council	Assesses the potential capacity for housing within Saffron Walden, Great Dunmow and Stansted Mountfitchet
Housing Needs Survey 2002 and Update 2004 by David Couttie Associates Ltd	Assesses the level of need for affordable housing in the District and identifies the needs for various types of housing tenure
Looking Back, Moving Forward – Assessing the housing needs of Gypsies and Travellers in Essex Salford Housing and Urban Studies Unit and University of Salford	Assesses the accommodation needs of Gypsies and Travellers in Essex
The Essex School Organisational Plan 2005-2010 Essex County Council	Identifies surplus and deficit capacity in Secondary and Primary Schools
Essex Local Transport Plan 2006-2011 Essex County Council	Includes details of congestion at present day and in future on Essex roads.
Essex Traffic Monitoring Report 2005 Mouchel Parkman & Essex County Council 2006	Indicates current traffic flows on Essex roads
Green Space Strategy 2007 Uttlesford District Council	Provides an audit of outdoor playing space in settlements of over 1000 population
An Assessment of the Impact of the Household Growth proposals on the Water Resources Supply Demand Balance for the East of England	A report to inform the Environment Agency's Response to RSS14 Consultations.

Table 1.1 The Evidence Base

Introduction

1

Other relevant documents include:

National Planning Policy Guidance Notes and National Planning Policy Statements (PPG's and PPS's) – available on the Department for Communities and Local Government website www.communities.gov.uk

The East of England Plan 2004, the Examination in Public – Report of the Panel, June 2006 and the Secretary of State's proposed changes to the Draft Revision to the Spatial Strategy for the East of England and Statement of Reasons available on the Government Office for the East of England website www.go-east.gov.uk

The Air Transport White Paper – available on the Department for Transport website www.dft.gov.uk

Table 1.2 Other relevant documents

What Consultation has the Council already carried out?

1.6 The Council with the Rural Community Council for Essex held a series of workshops in April 2006. The Council used the outcome from these to prepare a questionnaire that was sent out to all households in the district in June/July 2006. A full report of the responses to all the questions in the questionnaire is available on the website but a summary is given in this document where the question was relevant to the objectives and policies being considered.

1.7 The Council also held a workshop for representatives from the business community in November 2006 and the issues that were raised in this meeting have been reflected in this report.

1.8 In preparing this document the Council has also consulted with key stakeholders like the education service at Essex County Council, the Primary Care Trust and water utilities dealing with sewage disposal in the district.

The Sustainability Appraisal

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

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

Introduction

1.11 White Young Green Environment are undertaking the assessment on behalf of the Council. The scoping report was published in June 2006 following consultation and is available on the website. This identified the sustainability objectives which will be used to test all aspects Core Strategy and other DPD's at various stages of their preparation. White Young Green have tested the vision, the strategic objectives and the options for growth against the sustainability objectives. The full report is available on the website but a summary is included under each section in this document.

Objectives and Policy Choices

2 Objectives and Policy Choices

2.1 This part of the document looks at the various themes of the vision for the district and suggests objectives which need to be achieved to realise the vision. It also suggests what sort of policies might be needed in the Core Strategy to meet these objectives. The Core Strategy has to take into account sustainable principles and the policies being suggested aim to promote development that will meet present needs without compromising the ability of future generations to meet their own needs. The Council welcomes your views on the suggested objectives and the need for particular policies and whether there are other objectives and policies which should be included. Where there are options for different policy approaches that could be taken these are explained and your comments on these would also be useful.

2.2 One of the main requirements of the new planning system is to make sure that the Core Strategy links to the plans and strategies of other organisations and agencies. One of the key documents will be the Community Strategy prepared by Uttlesford Futures which brings together various local agencies such as Essex County Council; Primary Care Trust and Essex Police. The objectives of the two strategies need to be consistent. At the beginning of each of the themes the priorities identified in the Community Strategy are listed followed by the relevant parts of the spatial vision for the District.

3 Theme 1 - Economy, Employment and Training

3 Theme 1 - Economy, Employment and Training

Community Plan Priorities

- Generate inward investment and stimulate business development and innovation
- Increase the number of young people who take a job or stay on in education or in training
- Raise educational attainment

Spatial Vision Statements

- Facilities exist for companies to grow without leaving Uttlesford
- Opportunities exist for those who want to, to work from home
- Uttlesford is a leading centre for the use and production of biomass and other sustainable energy sources.

Economy, Employment and Training - Vision Statement 1

Vision Statement 1

Employment Growth

Facilities exist for companies to grow without leaving Uttlesford

Strategic Objective 1

Employment Growth

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

Context

- Regional Spatial Strategy – The East of England Plan, Secretary of State Proposed Changes proposes a target for job growth of 42,000 for an area made up of Uttlesford, Harlow, Chelmsford, Braintree, and Maldon between 2001 and 2021
- An appraisal of Employment Land Issues in Uttlesford shows that the amount of land needed for employment will increase by between 14 and 25 ha in the period from 2001 to 2021

Theme 1 - Economy, Employment and Training

- Approx 20 ha is currently available either as development sites or empty premises. In addition there is capacity within Stansted Airport for airport related businesses.
- The employment appraisal suggests some release of inappropriate employment sites in the order of 2-5ha could be considered without constraining the local market.
- The Uttlesford Local Plan contains policies which safeguard existing employment sites and sites proposed for employment use
- The Roger Tym and Partners Report for the Greater Cambridge Partnership (GCP) on what interventions might be necessary to deliver the employment growth in the GCP sub region included the wards of Ashdon, Littlebury, Saffron Walden Castle and Shire and The Chesterfords. The report identified a need for new computer science and information and communications technology and non-University related R&D activities in and on the fringes of Cambridge; a need for basic start-up space and move-on accommodation for businesses.

Consultation Responses

3.1 There was strong agreement that employment land should be identified in a few major locations with good road, bus or rail links. Most people felt there should be growth in other types of jobs in the district to balance the growth in airport related jobs and that the growth of smaller companies and science based research companies should be encouraged. A representation was received promoting a site at Little Canfield for commercial and business use with possible airport related development. At the consultation workshop with representatives from the business community it was suggested that a site for distribution uses should be identified to the south of junction 9 on the M11 and west of Saffron Walden

Sustainability Implications SO 1

Employment Growth

Potential Positive Impacts

- Potential to identify areas to integrate transport to concentrate growth and development where most beneficial
- Potential to enhance rural public transport network to access developed areas supporting growth and development
- Potential increased opportunities for young people to access trainee programmes and graduate employment
- Potential for residential development to support increase in business activity
- Potential to promote development that meets the needs and aspirations of business in areas that support cultural identity
- Support socially and environmentally responsible business growth

Theme 1 - Economy, Employment and Training

- Support the rural economy
- Ensure the vitality of town centres

Potential Negative Impacts

- Potential for economic driven growth to place development pressure on existing historic built environment and historic buildings and their surroundings
- Potential to increase noise associated with increased economic activity
- Potential to increase incidents of pollution of air, water and soil
- Potential for development to increase overall energy consumption through increased energy use
- Potential for development in town centres to generate areas of higher crime

Uncertain Impacts

- Potential for increase in development to place pressures on floodplain areas
- Potential to generate greater volumes of waste

We think we need Core Strategy Policies that will:

Core Strategy Policy E 1

Employment Land Provision

Deliver enough new development land to meet local employment and support enterprise up to 2021.

Core Strategy Policy E 2

Safeguarding Existing Employment Sites

Safeguard existing employment sites where these remain appropriate.

Either by:

Continuing to protect employment sites which are appropriate in sustainability terms such as connections to highway network and accessibility by public transport, walking or cycling but where there are uncertain prospects of commercial interest

or

Theme 1 - Economy, Employment and Training

Allowing the market to decide which sites are appropriate and releasing sites where there is no commercial interest for other uses.

Core Strategy Policy E 3

Employment Growth

Allow existing companies to grow within the District.

Either by:

Including a Core Strategy policy which would allow firms' proposals for growth/relocation to be considered against a set of criteria for sustainable development which would be set out in the Development Control Policies. This could include criteria where it would be justified for development to take place, probably on Greenfield sites in areas where development is not normally permitted. Criteria would include connections to the highway network, accessibility by public transport, impact on residential areas, and impact on wildlife and landscape.

or

Allocating new sites – these would probably be Greenfield sites beyond existing development limits. The criteria used to identify sites would include connections to the highway network, accessibility by public transport, impact on residential areas, and impact on wildlife and landscape.

Economy, Employment and Training - Vision Statement 2

Vision Statement 2

Working from Home

Opportunities exist for those who want to, to work from home

Theme 1 - Economy, Employment and Training

Strategic Objective 2

Working from Home

Reduce travel to work by supporting development which gives people the opportunity of working from home.

Context

- In 2001 13% employed residents of Uttlesford were working from home – this was the highest % in Essex. The average for England and Wales was 9.23%
- Uttlesford has higher percentage of self employed people than the Essex average – some of these people are likely to be working at or from home at least initially. In 2004 12% of Uttlesford residents were self employed - the figure for Essex was 8.3%.
- Encouraging housing which gives people space for people to work from home may have implications for the size of units being provided and also the housing density.
- Even when people are based from home they may still need to travel to reach their customers

Consultation Responses

3.2 There is general agreement to providing for homeworking e.g. by encouraging live-work units.

Sustainability Implications SO 2

Working from Home

Potential Positive Impacts

- Potential to benefit the countryside by reducing commuting
- Potential to benefit biodiversity by reducing commuting
- Potential to reduce secondary impacts on historic built environment used for offices
- Potential to reduce noise in developed areas by decreasing the level of activity on those areas
- Potential for reduction in vehicle emissions to air
- Potential for reduction in energy and vehicle fuel consumption
- Potential to minimise waste generation in non office environments

Theme 1 - Economy, Employment and Training

- Potential to reduce requirement for commuter vehicles which may promote use of public transport and/or walking and cycling
- Potential to reduce the number of road casualties and ensure ease of pedestrian movement
- Potential to reduce fear of crime - people feel safer in their own environment
- Potential for growth of affordable residential development in areas outside town centres
- Support socially and environmentally responsible business growth
- Potential to expand village facilities and increased demand for local services
- Potential to reduce out commuting and support local town centres

Potential Negative Impacts - None Recorded

Uncertain Impacts

- Potential to facilitate increased settlement in rural areas which would support rural public transport network
- Potential to reduce travel and public transport requirements thus minimising need for town centre facilities

We think we need Core Strategy Policies that will:

Core Strategy Policy E 4

Working from Home

Provide people with the opportunity to work from home by encouraging a variety of house types

Economy, Employment and Training - Vision Statement 3

Vision Statement 3

Biomass and Sustainable Energy

Uttlesford is a leading centre for the use and production of biomass and other sustainable energy sources

Theme 1 - Economy, Employment and Training

Strategic Objective 3

Renewable Energy

To encourage the supply and use of renewable energy and low carbon technologies

Strategic Objective 4

Biomass and Biofuels

To support microgeneration and the sustainable cultivation of biomass crops (e.g. miscanthus rape seed oil). To support the production of solid, liquid and gaseous biofuels from biomass crops and other organic residues and to encourage the use of biofuels for energy.

Context

- Regional Spatial Strategy – The target in the East of England Plan, Secretary of State's Proposed Changes is that 14% of total electricity consumption in the region should be from renewable energy by 2010 and 44% by 2020.
- Uttlesford currently has one commercial renewable energy scheme (landfill gas generation at Little Canfield)
- Average domestic electricity and gas consumption by households in Uttlesford is the highest in Essex.
- There are no existing or planned wind farms in the District. The viability of wind farms depends on wind speed, distance to national grid connection point and suitable access roads.

Consultation Responses

3.3 Just over 80% of the people who replied to the questionnaire felt that new developments should be required to include facilities for generating renewable energy.

Sustainability Implications SO 3

Renewable Energy

Potential Positive Impacts

- Potential to benefit countryside on a global scale

Theme 1 - Economy, Employment and Training

- Potential to benefit biodiversity on a global scale
- Potential to reduce and control pollution generating industry on a global scale
- Conserve energy and improve the efficient use of natural resources
- Potential to adopt cleaner and less waste-generating procedures for energy supply
- Supports objective to help socially and environmentally responsible business growth when applied to individual businesses.

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

Sustainability Implications SO 4

Biomass and Biofuels

Potential Positive Impacts

- Supports objective to conserve energy and improve efficient use of natural resources but monoculture crops are not considered efficient use of existing natural resources

Potential Negative Impacts

- Monoculture crops do not enhance biodiversity although may provide short term habitat to additional species
- Investment in unsustainable practices is not conducive to sustained vitality

Uncertain Impacts

- Potential to generate more noise during cultivation and production operations.
- Increased potential for pollution incidents during intensive agricultural practices
- Potential to cause degradation for the existing countryside through reduction in viable agricultural land, but impacts depend on sustainable cultivation methods employed
- The use of biomass fuels that are produced and incorporation of microgeneration technologies is environmentally responsible business

Theme 1 - Economy, Employment and Training

- growth but the operation of monoculture is not considered environmentally responsible. Sustainable cultivation methods may abate negative impacts.
- Short term benefits to the village economy however the longer term impacts on the natural resources of the district are more significant and will depend on the sustainable cultivation methods employed

We think we need Core Strategy Policies that will:

Core Strategy Policy E 5

Renewable Energy

Encourage the use of renewable and low carbon technologies for single buildings and at a neighbourhood scale

Core Strategy Policy E 6

Biofuels

Encourage development that will use biofuels as an energy source

Core Strategy Policy E 7

Biomass

Protect agricultural land for biomass production

Theme 2 - Getting Around

4 Theme 2 - Getting Around

Community Plan Priorities

- Save lives at risk from accidents from roads and fire

The Spatial Vision

- We have ensured that there are convenient, comfortable, safe and affordable alternatives to private transport whether by bus or rail. Public transport is high quality, frequent, takes priority on our road network, operates 18 hours per day and is affordable/free
- A network of footpaths and cycle paths exists throughout the district
- The road network has been improved without the need for new road building - except in new developments

Getting Around - Vision Statements 4, 5 & 6

Vision Statement 4

Public Transport

We have ensured that there are convenient, comfortable, safe and affordable alternatives to private transport whether by bus or rail. Public transport is high quality, frequent, takes priority on our road network, operates 18 hours per day and is affordable/free

Vision Statement 5

Footpaths and Cycle Paths

A network of footpaths and cycle paths exists throughout the District

Vision Statement 6

The Road Network

The road network has been improved without the need for new road building - except in new developments

Theme 2 - Getting Around

Strategic Objective 5

Reducing Car Travel

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

Strategic Objective 6

Walking and Cycling

Existing cycle routes and footpaths to be protected. For new routes the strategic focus should be on links that will improve network connectivity and remove barriers to walking and cycling

Context

- National Context - National Transport Policy is set out in the Future of Transport 2030, White Paper published in July 2004 with the objectives of providing a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve environmental objectives. This means coherent transport networks with:
 - The road network providing a more reliable and freer-flowing service for both personal travel and freight, with more people able to make informed choices about how and when they travel
 - The rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas.
 - Bus services that are reliable, flexible, convenient and tailored to local needs;
 - Making walking and cycling a real alternative to local trips; and
 - Ports and airports providing improved international and domestic links.
- Regional Spatial Strategy - The East of England Plan, Secretary of State's Proposed Changes sets out the following objectives:
 - Locating development so as to reduce the need to travel
 - Effecting a major shift in travel towards public transport, walking and cycling and away from car use.
- Essex Local Transport Plan 2006-2011 has the following objectives:

Theme 2 - Getting Around

- Tackling Congestion
- Delivering Accessibility
- Creating Safer Roads
- Promoting Better Air Quality
- Enhancing Maintenance
- and outlines a programme of transport schemes and initiatives for public transport and other transport modes.
- The dispersed nature of settlement and low population density within Uttlesford make operating cost-effective conventional public transport difficult
- A relatively high percentage of air passengers and workers at the airport use passenger transport or, in the case of workers car share
- Car ownership levels in the District are high - 52% of households have 2 or more cars or vans compared with 37% for Essex as a whole. 12% of households have no car. 66% of residents commute to work by car.
- Air Quality in Saffron Walden is of concern with levels of Nitrogen Dioxide exceeding the national air quality objective
- There are several core bus routes out of the District, with links to Southend, Chelmsford, Harlow and Colchester. Services also run to the major hospitals at Chelmsford and Cambridge. There are also a links within the District between Saffron Walden and Hatfield Heath and a village link service between communities around the airport and Bishops Stortford
- A cycleway is proposed from Saffron Walden to Audley End Station and part of one of the national cycle network routes runs through the south of the District along the Flitchway (NCN16)

Consultation Responses

4.1 Most people felt that the best way to reduce travel by car would be to build development close to public transport routes.

Sustainability Implications SO 5

Reducing Car Travel

Potential Positive Impacts

- Potential to benefit the countryside by reducing the number of vehicles on the roads
- Potential to benefit biodiversity by reducing vehicle impacts on flora and fauna
- Potential to promote appreciation of historical buildings and their surroundings without visual and generative impacts of vehicles and their fumes
- May result in decreased noise levels

Theme 2 - Getting Around

- Potential for reduction in vehicle emissions to air
- Potential for reduction in vehicle fuel consumption
- Supports the encouragement of public transport walking and cycling
- Supports the integration of modes of transport
- Supports improvement of rural public transport
- Potential to reduce road casualties by reducing the number of vehicles on the road

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

Sustainability Implications SO 6

Walking and Cycling

Potential Positive Impacts

- Potential to benefit the countryside by reducing the number of vehicles on the roads
- Potential to benefit biodiversity by reducing vehicle impacts on flora and fauna
- Potential to increase the aesthetic surroundings of historic buildings and their enjoyment by cyclists and pedestrians
- Potential to reduce the number of road casualties by reducing the number of vehicles on the road.
- May result in decreased noise levels
- Potential for reduction in vehicle emissions to air
- Potential for reduction in vehicle fuel consumption
- Supports the encouragement of walking and cycling and the improvement of sports facilities
- Supports the integration of modes of transport

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

We think we need Core Strategy Policies that will:

Theme 2 - Getting Around

Core Strategy Policy GA 1

Public Transport

Make sure new development is accessible by public transport, and supports means of transport other than the car with high quality pedestrian and cycle links to services and facilities.

Core Strategy Policy GA 2

Travel Plans

Require travel plans for business and school travel plans as appropriate

and/or

Core Strategy Policy GA 3

Travel Options

Provide for demand responsive travel options which would support a dispersed pattern of growth e.g. taxi buses, car pools

Theme 3 - District Character

5 Theme 3 - District Character

Community Plan Priorities

- Actively Manage our Environment

The Spatial Vision

- The houses and facilities people need are available and affordable locally
- Our towns and villages continue to be separate entities with green space between them
- Our Countryside, it's biodiversity, agricultural, cultural and visual qualities will be protected and accessible to all.
- The district's high levels of biodiversity and high quality natural environment have been maintained and enhanced
- Our towns are safe clean and attractive places
- We have ensured that all development is as close to carbon neutral as possible
- Water supplies and demand have been managed to a sustainable balance
- The impact of Stansted Airport has been minimised, so that its presence is recognised as an asset to the district which attracts people to live, work and visit.
- New housing developments have been dispersed with significant extensions to many settlements

or

- New housing developments have been concentrated on relatively few sites to enable the provision of the maximum level of public service infrastructure

District Character - Vision Statement 7

Vision Statement 7

Houses and Facilities

The houses and facilities people need are available and affordable locally.

Theme 3 - District Character

Strategic Objective 7

Housing Provision

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

Strategic Objective 8

Infrastructure

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

Context

- Regional Spatial Strategy - The East of England Plan, Secretary of State's Proposed Changes says that 8,000 new homes should be built in Uttlesford between 2001 and 2021.
- Since 2001, 1600 homes have already been built and a further 3,380 are already approved or sites have been identified. This leaves a balance of about 3000 new homes for which new sites will have to be found. There are no large Brownfield sites in Uttlesford and therefore these new sites will more than likely be Greenfield sites.
- Average house prices in the Uttlesford at £287,111 are significantly higher than the Essex average £210,878 (April - June 2006)
- The ratio of average house prices to average income for Uttlesford is 12.16 (November '06). The figure for England and Wales is 8.25.
- The results of the Housing Needs Survey shows there is a need within Uttlesford for social housing to rent and for shared ownership schemes
- Current policies require the provision of 40% of homes on sites of 0.5ha or 15 dwellings and above to be for social rent or shared ownership. In rural areas where there is an identified need affordable housing may be allowed beyond development limits provided certain conditions are met.
- A study of Gypsies and Travellers needs in Essex has shown that there is a need in the County for additional sites. As at January 2006 within Uttlesford there were 52 caravans, 18 on a local authority site, 34 on private authorised sites and one "tolerated" unauthorised caravan. Since January 2004 the total

Theme 3 - District Character

number of caravans in the District has fallen from 80 to 53. There is one known site used by travelling show people.

Consultation Responses

5.1 People considering criteria for new development felt that providing a range of house types and tenure within the development should be the high priority. Over half the people who replied felt that the current target of 40% affordable housing should be maintained. The remaining people were roughly equally divided as to whether the target was too low and should be increased (25%) or too high and should be reduced (23%). In terms of how the affordable homes should be provided just over 50% felt that they should be pepper potted amongst the other homes and not placed all together in one part of the site or spread through the site in groups.

Sustainability Implications SO 7

Housing Provision

Potential Positive Impacts

- Potential to concentrate development in existing urban areas
- Potential to reduce development pressures on historic buildings and provide affordable housing in areas away from heritage/historic areas
- Development may potentially include facilities to improve rural transport
- Potential to locate new development in town centres and integrate modes of transport
- Potential to locate development in areas central to accessing healthcare facilities
- Potential to include sports and cultural facilities
- Supports objective to provide housing to meet local needs
- Supports objective to reduce inequality between areas
- Potential to increase housing where required and implement associated services and facilities
- Potential to enhance the vitality of town centres through strategic residential developments in line with community needs

Potential Negative Impacts

- Potential to create hotspots for pollution
- Potential for development to generate greater volumes of waste

Uncertain Impacts

- Depending on the location of the development there is potential for negative impacts on the historic built environment

Theme 3 - District Character

- Potential to integrate noise control and abatement measures into new developments
- Potential for new development to be built to use renewable energy sources but potential to increase overall energy consumption in the district
- Impacts on flooding depend on areas chosen for residential development
- Development may potential include facilities to encourage the use of public transport, walking and cycling
- Potential to create a sense of community and reduce fear of crime
- Potential to target the needs of young people
- Potential to promote socially and environmentally responsible business growth in areas of increased residential development

Sustainability Implications SO 8

Infrastructure

Potential Positive Impacts

- Potential to provide access to areas of the countryside to support awareness and conservation initiatives where appropriate
- Potential to provide adequate planning to incorporate sustainable construction methods into new development
- Potential to support cultural awareness and conservation initiatives for historic buildings and surroundings where appropriate
- Potential to provide sufficient network of cycle routes, walking tracks and public transport facilities
- Opportunity to address any deficiencies in existing infrastructure
- Supports objective to improve rural transport
- Opportunity to address road infrastructure deficiencies
- Opportunity to address crime issues
- Opportunity to address vandalism and anti social behaviour
- Support improved access to healthcare
- Support improvements to sports and cultural facilities
- Potential to provide housing to meet local needs
- Supports objective to reduce inequality between areas
- Supports objectives to improve school leavers qualifications and training
- Potential to provide infrastructure requirements to promote socially and environmentally responsible business growth within the district
- Potential to increase access to rural areas and under utilised village facilities
- Potential to enhance the vitality of town centres through provision of facilities and services to the community

Theme 3 - District Character

Potential Negative Impacts

- Potential to increase pollution incidents on a spatial scale and increase vehicle emissions to air
- Potential to result in increased use of natural resources to facilitate and support infrastructure facilities

Uncertain Impacts

- Potential for development of infrastructure to have a negative impact on biodiversity assets of the area
- Potential to increase noise levels in areas where access was not previously available

We think we need Core Strategy Policies that will:

Core Strategy Policy DC 1

Housing Needs

Define a spatial strategy that will provide enough housing to meet identified needs in Uttlesford. (The second part of this document sets out a number of different ways that this could be done and the Council would like your comments on the options)

Core Strategy Policy DC 2

Affordable Housing

Maximise the availability of affordable housing by negotiating an element of affordable housing at 40% of the total provision of housing.

Core Strategy Policy DC 3

Providing Services

Make sure that enough school classrooms, pre-school facilities, primary healthcare facilities, shops, employment opportunities, open space and green infrastructure are available to meet the need of new and existing populations.

Theme 3 - District Character

Core Strategy Policy DC 4

Sites for Gypsies and Travellers

Allow for Gypsy and Traveller sites and sites for travelling showpeople to be provided within the District when specific needs are identified. Criteria to be used when assessing applications to include access to the public transport and the road network; access to services and facilities; impact on residential areas, landscape and wildlife.

District Character - Vision Statement 8

Vision Statement 8

Separate Towns and Villages

Our towns and villages continue to be separate entities with green space between them.

Strategic Objective 9

Metropolitan Green Belt

To protect the Metropolitan Green Belt (MGB) by only allowing building in the most exceptional circumstances

Strategic Objective 10

District Character

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

5.2 Context

- National Policy for the Green Belt is set out in Planning Policy Guidance Note 2

Theme 3 - District Character

The aims of Green Belt Policy are:

- Prevent the outward sprawl of London's built up area
- Prevent neighbouring towns from merging into one another
- To assist in safeguarding open countryside from encroachment by urban development
- Preserve the setting and special character of historic towns
- To assist with urban regeneration by encouraging the recycling of derelict and other urban land

The extent of the current Green Belt can only be altered in exceptional circumstances

- Regional Spatial Strategy – in the East of England Plan, Secretary of State's Proposed Changes the policy is to maintain the role of the green belt
- A Countryside Protection Zone has been defined in Local Plans since 1995 to prevent coalescence between the airport and surrounding settlements. This policy has proved successful at appeal.

Consultation Responses

5.3 In their written comments people felt there was a need to protect the rural character of the District keeping the villages separated by countryside

Sustainability Implications SO 9

Metropolitan Green Belt

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside
- Supports objective to retain and enhance biodiversity
- Potential to limit development pressures on historic buildings in the vicinity of the MGB
- Supports objective to provide a high standard of design and maintenance for historic buildings and their surroundings
- Potential to control noise pollution associated with developed areas by maximising protection of the MGB
- Potential to control pollution of air, water, and soil associated with the concentrated activities in developed areas by maximising protection of the MGB
- Opportunity to maintain existing equilibrium between water abstraction by existing vegetation
- Potential for provision of walking tracks and cycle routes through green, non-developed areas

Theme 3 - District Character

Potential Negative Impacts - None Recorded

Uncertain Impacts

- Potential to disturb green belt areas through provision of rural transport network however potential to limit development based on the definition of exceptional circumstances
- Potential to limit development which would improve access to healthcare, sports, cultural and village facilities, services for young people and affordable housing based on the definition of exceptional circumstances
- Could limit the potential to reduce inequality between areas based on the definition of exceptional circumstances

Sustainability Implications SO 10

District Character

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside
- Potential for secondary improvements to local biodiversity as a result of preserving rural settlement, minimising development pressures in rural areas and limiting development that contributes to urban sprawl
- Supports objective to conserve the built environment
- Supports objective to provide high standard of design and maintenance for historic buildings and their surroundings
- Potential to control noise pollution associated with developed areas
- Potential to control pollution through controlled development
- Potential to control large energy consuming development
- Potential to address waste management issues and recycling in urban and rural areas.
- Potential to enhance and conserve natural and protected areas through the provision of a cycle route and walking tracks where appropriate
- Potential to address deficiencies in public transport and town centre facilities
- Potential to address deficiencies in rural public transport service in order to support separation between settlements/villages
- Supports objective to improve sports and cultural facilities
- Supports objective to reduce inequalities between areas
- Potential to promote socially and environmentally responsible business growth in areas of increased residential development and potential to enhance existing businesses

Theme 3 - District Character

Potential Negative Impacts - None Recorded

Uncertain Impacts

- Potential to require outlying areas for low cost housing and thus impact on separation between settlements
- Potential to limit new development in the rural areas and town centres but potential to enhance existing businesses

We think we need Core Strategy Policies that will

Core Strategy Policy DC 5

Metropolitan Green Belt

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

Core Strategy Policy DC 6

Protecting the Countryside

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

Core Strategy Policy DC 7

Countryside Protection Zone

Define the broad area of the Countryside Protection Zone as unchanged from the currently adopted CPZ. Keep the concept of a Countryside Protection Zone as an area where development which would adversely affect the open characteristics of the zone and lead to coalescence between the airport and existing development will be strictly controlled.

Theme 3 - District Character

District Character - Vision Statements 9 & 10

Vision Statement 9

The Countryside

Our countryside, its biodiversity, agricultural, cultural and visual qualities will be protected and accessible to all.

Vision Statement 10

Biodiversity and the Natural Environment

The District's high levels of biodiversity and high quality natural environment have been maintained and enhanced

Strategic Objective 11

Landscape Character

To protect conserve and where possible enhance the varied landscape character within Uttlesford reflecting Landscape Sensitivity and promoting local distinctiveness

Strategic Objective 12

Historic Built Environment

To protect and enhance the natural and historic built environment including biodiversity, conservation areas, heritage value, and open space through positive improvement.

Theme 3 - District Character

Strategic Objective 13

Biodiversity

Encouraging development to contribute to a network of biodiversity sites, green infrastructure and open spaces which link to communities

Context

- National Planning Policy set out in PPS 7 is to strictly control new building outside existing settlements to protect the countryside for the sake of its character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources
- Regional Spatial Strategy - the objectives in the Sec of State's proposed changes to the East of England Plan are to:
 - Ensure the protection and enhancement of the region's environmental assets, including the built and historic environment, landscape and water.
 - Protect and where appropriate enhance biodiversity through the protection of habitats and species and new habitat creation through development.
- The Landscape Character Assessment contains objectives for each Landscape Character Area within Uttlesford taking into account its condition and sensitivity to change – of the 20 landscape areas identified in Uttlesford 11 are described as having a high sensitivity to change. The remaining areas are defined as having a medium to high sensitivity to change.
- % of businesses in Uttlesford involved in Agriculture is 8.5%. Over 80% of the land is classified as high grade agricultural land.
- Under the Section 40 of the Natural Environment and Rural Communities Act 2006 local authorities have a duty to have regard for biodiversity across all their functions

Consultation Responses

5.4 In their written comments people felt there was a need to provide and enhance features like woodland and lakes. Access to the countryside was also mentioned in a number of comments.

Theme 3 - District Character

Sustainability Implications SO 11

Landscape Character

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside
- Supports objective to retain and enhance biodiversity
- Supports objective to conserve the historic built environment
- Supports objective to provide a high standard of design and maintenance for historic buildings
- Potential to control noise and air water and soil pollution associated with developed areas by maximising protection of country landscape and addressing areas of landscape sensitivity
- Opportunity to address potential flooding issues by protecting and maintaining and supporting water abstraction by existing vegetation
- Potential to support the rural landscape character by limiting the requirement for larger road infrastructure through the provision of sufficient public transport routes and networks for walking and cycling.
- Potential to support the protection of the Uttlesford Landscape character by limiting development to town centres
- Potential to address deficiencies in rural public transport facilities in parallel with conserving the rural landscape by minimising the need for vehicles on the road
- Potential to improve cultural facilities to promote local distinctiveness
- Potential to promote socially and environmentally responsible business growth in areas of increased residential development

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

Sustainability Implications SO 12

Historic Built Environment

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside
- Supports objective to retain and enhance biodiversity
- Supports objective to conserve the historic built environment

Theme 3 - District Character

- Supports objective to provide a high standard of design and maintenance for historic buildings
- Potential to control noise by limiting urban sprawl
- Potential to control pollution of air, water and soil by adopting initiatives that support protection and enhancement of the natural and built environment
- Opportunity to address potential flooding issues by protecting and maintaining and supporting water abstraction by existing vegetation
- Potential to enhance natural and protected areas through the provision of a cycle route network and walking tracks where appropriate
- Potential to support the protection of the historic and natural built environment by limiting development to town centres and in areas away from these assets
- Supports objective to reduce inequality between areas

Potential Negative Impacts

- Potential conflict between providing residential development and protecting and enhancing natural and historic built environment

Uncertain Impacts - None Recorded

Sustainability Implications SO 13

Biodiversity

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside
- Supports objective to retain and enhance biodiversity
- Potential to promote conservation measures for the historic built environment in line with encouraging environmentally conscious development
- Supports objective to provide a high standard of design and maintenance for historic buildings and their surroundings
- Potential to limit urban sprawl and control noise in non-developed areas
- Supports objective to reduce and control pollution of air, water and soil
- Supports objective to conserve energy and improve efficient use of natural resources
- Potential to designate green space and vegetated areas in floodplains to minimise development pressure in these areas
- Opportunity to provide cycling and walking routes as part of green infrastructure projects
- Supports objective to integrate modes of transport and concentrate development and facilities in town centres

Theme 3 - District Character

- Opportunity to improve rural public transport as part of green infrastructure projects
- Potential to provide open spaces and green infrastructure to support external activities for young people
- Supports objective to reduce inequalities between areas
- Supports objective to help socially and environmentally responsible business growth
- Potential to enhance the appeal of rural villages
- Potential to enhance the appeal of town centres, both aesthetically and through the provision of additional outdoor areas for public enjoyment

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

We think we need Core Strategy Policies that will:

Core Strategy Policy DC 8

Protecting the Countryside

Protect the countryside for its own sake by controlling new development and only permit development if its appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there.

Core Strategy Policy DC 9

Protection of Designated Sites

Protect and where possible enhance sites that are designated for their importance to nature conservation or geology and non-designated sites of ecological value. Development that would adversely affect nationally designated sites or sites of local significance will not be permitted. Where development is permitted it should protect and enhance the site's nature conservation interest.

Theme 3 - District Character

Core Strategy Policy DC 10

Landscape Character

Protect and where possible enhance the landscape character of Uttlesford in order that any development is designed and in scale with the special characteristics of the area.

Core Strategy Policy DC 11

Historic Environment

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

Core Strategy Policy DC 12

Agricultural Land

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

District Character - Vision Statement 11

Vision Statement 11

Our Towns

Our towns are clean, safe and attractive places

Theme 3 - District Character

Strategic Objective 14

Development in Towns

To create safe, inclusive and accessible environments in Saffron Walden and Great Dunmow through new development which is of high quality, design led and meets the needs of residents and visitors.

Strategic Objective 15

The Public Realm

To improve the public realm of our towns by encouraging new high quality open space, streetscape, street furniture, signage, lighting and public art.

Context

- Regional Spatial Strategy – Secretary of State's Proposed Changes objective is to make sure new development fulfils the principles of sustainable communities, providing a well designed living environment adequately supported by social and green infrastructure
- Research into retailing found Great Dunmow and Saffron Walden trading well with few empty shops
- People who live in Uttlesford tend to shop in nearby centres outside the District for non food items. The main centres include a number of independent retailers selling high quality clothing and other items
- Limited opportunity exists for new shops to be built in the centres of Saffron Walden and Great Dunmow because of the historic street patterns in the towns. This historic charm is important for attracting visitors to the towns.

Consultation Responses

5.5 Although there was quite strong agreement among people who replied that the District should not rely on the larger retail centres outside the District there was little agreement on what an effective course of action might be. There was a mixed response to possible new retail development within the market towns - 43% thought that new sites for retail development should be found but 35% disagreed and there was strong resistance to the development of the edge of town superstores – with 60% feeling that they should not be allowed to expand.

Theme 3 - District Character

5.6 Written responses were received from Lidl promoting Saffron Walden as an appropriate location for a discount food store and the John Lewis Partnership seeking a site for a Waitrose store in Great Dunmow. Tesco consider that sites should be provided within the market towns to meet local needs and where sites cannot be found within or on the edge of centres new development should be combined with existing out of centre retail provision to reduce trips

Sustainability Implications SO 14

Development in Towns

Potential Positive Impacts

- Development in town centres will minimise development pressures in countryside areas
- Potential to promote protected areas and enhance local biodiversity
- Potential to reduce development pressures on historic buildings through conservation and visitor appreciation programmes
- Opportunity to limit development pressures on historic areas
- Potential to address any threats posed by flooding at Saffron Walden and Great Dunmow
- Opportunities to provide cycling and walking routes as part of town centre development projects
- Support objectives to integrate modes of transport and concentrate development and facilities in town centres
- Support objective to improve rural public transport, reduce road casualties by providing for accessible public transport.
- Support objective to reduce crime and vandalism
- Support objectives to improve access to healthcare facilities and sports and cultural facilities and services for young people
- Support objective to provide housing to meet local needs, reduce inequalities between areas and improve school leavers qualifications and training.
- Potential to address any required services to support any increase in residential movement to rural and village areas resulting from development in town centres
- Supports objective to ensure vitality of town centres

Potential Negative Impacts - None Recorded

Uncertain Impacts

- Potential to increase localised noise generation at new development areas
- Potential to increase the incidence of pollution through development

Theme 3 - District Character

- Potential for development to increase energy consumption and waste generated (unless appropriate facilities are provided)
- Potential to support the development of socially and environmentally responsible business growth

Sustainability Implications SO 15

The Public Realm

Potential Positive Impacts

- Supports objective to conserve the historic built environment
- Provides a high standard of design and maintenance for historic buildings and their surroundings
- Opportunity to increase air quality through the provision of high quality open space and outdoor areas which are attractive to pedestrians.
- Opportunity to increase pedestrian activity through the provision of high quality open space and outdoor areas and an enhanced public realm that it attractive to pedestrians.
- Supports objective to integrate modes of transport and concentrate development and facilities in town centres
- Opportunity to enhance public realm to support safe pedestrian access and movement. Opportunity to limit vehicle activity in built up areas.
- Supports objective to improve sports and cultural facilities and services for young people
- Supports objective to reduce inequalities between areas and promote social inclusion
- Supports objective to ensure the vitality of town centres.

Potential Negative impacts

- Increase lighting and streetscape will effectively enhance towns but are not considered positive steps towards enhancing the countryside
- Although town centres are not optimum for supporting biodiversity there is the potential for development to affect nearby natural environments

Uncertain Impacts

- Potential for enhanced lighting to increase energy consumption. Potential for alternative energy sources to support energy requirements.
- Potential to support the development of socially and environmentally responsible business growth in towns a part of public realm enhancements.

We think we need Core Strategy Policies that will:

Theme 3 - District Character

Core Strategy Policy DC 13

Development in Towns

Support high quality new development that respects the historic nature of the town centres of Saffron Walden and Great Dunmow

Core Strategy Policy DC 14

Requirements for New Development

Make sure all development is to a high standard of design, reduces demand for energy and water, is compatible with and will not adversely affect surrounding buildings; enhances the public realm, safeguards existing environmental features; meets the reasonable needs of all potential users and reduces the potential for crime.

Core Strategy Policy DC 15

Retail Centres

Support the function of Saffron Walden and Great Dunmow as important local retail centres within the District by permitting development which would maintain or enhance their role as retail and service centres.

District Character - Vision Statements 12 & 13

Vision Statement 12

Carbon Neutral Development

We have ensured that all new development is as close to carbon neutral as possible

Theme 3 - District Character

Vision Statement 13

Water Supply

Water supplies and demand have been managed to a sustainable balance

Strategic Objective 16

Reducing Greenhouse Gas Emissions

To encourage development that reduces greenhouse gas emissions and to discourage development that would significantly increase greenhouse gas emissions.

Strategic Objective 17

Using Natural Resources

To ensure that greenhouse gas emissions, water consumption and the use of other natural resources arising from the construction, operation and eventual disposal of new developments is reduced to the lowest practical minimum.

Context

- Regional Spatial Strategy – The East of England Plan, Secretary of State's Proposed Changes sets out the following objectives
 - Maximising the energy efficiency of development and promoting the use of renewable and low carbon energy sources
 - Reducing the demand for and use of water and other natural resources and reducing waste and increasing the sustainable management of waste
- Daily domestic water use in Uttlesford at 177 litres per person (05/06) is amongst the highest in the country although it has reduced from the 03/04 level of 181 litres per person.
- The water requirements of the increased population cannot be met locally – pumping additional supplies will result in increased energy requirements

Consultation Responses

Theme 3 - District Character

5.7 There was strong agreement that planning policies should make sure that energy efficient measures are included in building designs and new developments should include facilities to generate renewable energy.

Sustainability Implications SO 16

Reducing Greenhouse Gas Emissions

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside by locating development in urban areas without expanding into the countryside
- Potential to provide habitats and reduce development pressures on open areas
- Potential to incorporate new development practices into maintenance of historic buildings
- Support objectives to reduce and control pollution and conserve energy
- Potential to maintain any equilibrium between ground water extraction and existing vegetation
- Potential to encourage development that is resourceful in waste management and management of greenhouse gases.
- Potential to limit development that requires new provision of new road infrastructure and results in increase vehicles using new and existing road networks
- Potential to support an enhanced public transport network to minimise greenhouse gas emissions from domestic and corporate vehicles
- Supports objective to help socially environmentally responsible business growth

Potential Negative Impacts

- Potential to limit the availability of affordable housing

Uncertain Impacts

- Potential to limit development in rural and village areas if not in support of greenhouse emission targets. May have positive and negative impacts on development in the area.
- Potential to increase localised noise generation at new development areas

Theme 3 - District Character

Sustainability Implications SO 17

Using Natural Resources

Potential Positive Impacts

- Potential to enhance existing habitats and increase biodiversity
- Support objectives to reduce and control pollution and conserve energy
- Support objective to reduce waste and increase recycling
- Supports objective to help socially environmentally responsible business growth
- Potential to limit development in rural and village areas and town centres if not in support of greenhouse emission and water consumption targets.
- Potential to limit development in town centres if not in support of greenhouse emission targets. May have positive and negative impacts on development in the area.

Potential Negative Impacts

- Potential to limit the availability of affordable housing

Uncertain Impacts - None Recorded

We think we need Core Strategy Policies that will:

Core Strategy Policy DC 16

Efficient Use of Natural Resources

Set out a framework that will support development that is carbon neutral and makes the most efficient use of natural resources (detailed criteria will be set out in development control DPD and SPD)

Core Strategy Policy DC 17

Development and Flood Risk

Prevent development within floodplains and require flood risk assessments as appropriate

Theme 3 - District Character

District Character - Vision Statement 14

Vision Statement 14

Stansted Airport

The impact of Stansted Airport has been minimised so that its presence is recognised as an asset to the district which attracts people to live, work and visit.

Strategic Objective 18

Design

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

Strategic Objective 19

Travel

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

Strategic Objective 20

Noise and Air Quality

The Council will seek to make sure that due weight is attached to the impact of air noise, ground noise and air quality on the health and amenity of local communities.

Theme 3 - District Character

Strategic Objective 21

Effects of Air Quality on Biodiversity

The Council will seek to make sure that due weight is attached to the impact of poor air quality on local biodiversity, in particular the effects of nitrogen deposition on Hatfield Forest National Nature Reserve (NNR) and Sites of Special Scientific Interest (SSSI)

Strategic Objective 22

Local Communities

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

Strategic Objective 23

Development to 2021

The Core Strategy as a whole will need to be sufficiently robust to accommodate the uncertainty surrounding the level of airport development by 2021, because of the commercial and economic regulation considerations, and potential difficulties in achieving the Government's proposed external climate changes costs test, and demonstrating that the benefits outweigh the significant local environmental costs.

Context

- The Air Transport White Paper published in 2003 supports making the best use of the existing runway at Stansted and the development as soon as possible (2011/2012) of a wide spaced single new runway.
- The White Paper Progress Report published in December 2006 says that the timing and nature of development remain a commercial decision for the operator. They are subject to the planning process and could be affected by decisions on price capping. BAA is expected to publish its preferred runway alignment early in 2007 and submit its planning application in the second half of 2007. A Public

Theme 3 - District Character

Inquiry is unlikely to conclude before 2010 and the airport operator does not expect a runway to be operational until 2015.

- The Air Transport White Paper does not support a third or fourth runway at Stansted.
- The East of England Plan - Secretary of State's Proposed Changes policy E8 sets out the requirements for the airport to meet the level of growth set out in the White Paper.
 - Timely provision of infrastructure
 - A surface access strategy
 - Adequate environmental safeguards
 - Development for operational and direct airport employment will be located within the airport and land will be safeguarded for that purpose only.
 - Employment not directly related to the airport's operation will be located at Harlow and nearby towns in accordance with the Regional Spatial Strategy
 - Housing development related to employment growth at the airport will be located at Harlow and nearby towns as set out in Local Development Documents.
- Uttlesford District Council is opposed to the development of any more runways at Stansted, and is very concerned at the climate change implications of global growth in aviation. It considers that the case for growth at Stansted needs re-examining in the light of new evidence on tourism expenditure, and the economic costs of not moving to a low carbon global economy. It also seeks that the Government impose increased night flying restrictions leading to a ban on movements at night time. The Government has said in its White Paper progress report that major decisions on increases in airport capacity need to take account, not only of local environmental effects, but also the wider context of aviation's climate impact. The Government therefore proposes to introduce a new emissions cost assessment to inform its decisions on major increases in capacity.
- Current Passenger throughput is now around 23.5 million and is expected to reach 25 mppa in 2008
- An application to increase the use of the existing runway was refused on 29 November 2006. BAA has appealed against the Council's decision and a Public Inquiry will be held.

Consultation Responses

5.8 While nearly half (46%) of the people who replied agreed that Stansted Airport should be used to attract inward investment to the District 34% disagreed. The other 20% did not express a preference. Most of the written comments suggested that the impact of Stansted should be limited by restricting development.

Theme 3 - District Character

Sustainability Implications SO 18

Design

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside

Potential Negative Impacts - None Recorded

Uncertain Impacts

- Potential to impact on surroundings of historic buildings
- Potential for secondary impacts through higher noise levels and increased pollution incidents as a result of increased patronage of airport facilities
- Potential for increased energy consumption through provision of additional lighting and facilities
- Supports objective to integrate modes of transport and improve rural public transport
- Supports the objective to reduce the number of road casualties and ensure ease of pedestrian movement especially for the disabled
- Supports the objectives to support the rural economy and village facilities and ensure vitality of the town centres.

Sustainability Implications SO 19

Travel

Potential Positive Impacts

- Provision of public transport will minimise impact of vehicles on the countryside
- Potential to enhance habitats and biodiversity by encouraging the use of public transport and reducing the need for road infrastructure
- Supports objective to reduce and control noise and pollution and conserve energy
- Supports objective to encourage the use of public transport, walking and cycling and improve rural transport
- Supports objective to integrate modes of transport and concentrate development and facilities in town centres
- Supports the objective to reduce the number of road casualties and ensure ease of pedestrian movement especially for the disabled

Theme 3 - District Character

- Potential to increase secondary benefits of increased population, services and custom and facilities within villages and town centres as a result of enhanced public transport and accessibility for the airport.
- Supports objective to ensure the vitality of town centres

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

Sustainability Implications SO 20

Noise and Air Quality

Potential Positive Impacts

- Potential to increase the aesthetics of countryside areas and enhance habitats and biodiversity by addressing air noise, ground noise and air quality issues
- Supports objective to reduce and control noise and pollution
- Supports objective to integrate modes of transport and concentrate development and facilities in town centres
- Supports objective to encourage the use of public transport, walking and cycling and improve rural transport
- Supports objective to ensure vitality of town centres

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

Sustainability Implications SO 21

Effects of Air Quality of Biodiversity

Potential Positive Impacts

- Supports sustainability objective to enhance and conserve the countryside and retain and enhance biodiversity
- Supports sustainability objectives to reduce and control noise and pollution
- Supports sustainability objective to encourage the use of public transport walking and cycling and improve rural transport

Theme 3 - District Character

- Supports sustainability objective to integrate modes of transport and concentrate development and facilities in town centres
- Supports the objective to reduce the number of road casualties

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

Sustainability Implications SO 22

Local Communities

Potential Positive Impacts

- Potential to enhance the countryside as a result of any impacts associated with the environment
- Supports sustainability objectives to reduce and control noise and pollution
- Supports sustainability objective to integrate modes of transport and concentrate development and facilities in town centres
- Supports sustainability objective to improve rural public transport
- Potential to increase and enhance community facilities in local areas in response to impacts resulting from the airport
- Potential to increase and enhance services for young people in local areas in response to impacts resulting from the airport
- Support sustainability objective to reduce inequalities between areas
- Support sustainability to support the rural economy and village facilities, ensure the vitality of the town centres.

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

Sustainability Implications SO 23

Development to 2021

Potential Positive Impacts

- Supports objective to enhance and conserve the countryside

Theme 3 - District Character

- Supports objective to encourage the use of public transport, integrate modes of transport and improve rural transport
- Supports objective to help socially and environmentally responsible business growth

Potential Negative Impacts - None Reported

Uncertain Impacts - None Reported

We think we need Core Strategy Policies that will:

Core Strategy Policy DC 18

Land within the Airport

Encourage efficient use of land within the airport whilst protecting its environmental assets and avoid unnecessarily prominent structures. Require opportunities to address existing light pollution and the visual impact of car parking to be utilised.

Core Strategy Policy 1

Airport Employment

Seek to contain operational and directly associated airport employment on the airport site itself and safeguard land within the airport boundary for that purpose only.

Core Strategy Policy DC 19

Air Quality, Noise and Infrastructure

Ensure:

- the effects of development do not breach relevant air quality objectives related to the protection of human health and ecosystems,

Theme 3 - District Character

- the community benefits from individual aircraft being less noisy are not negated by an increase in the number of air transport movements.
- the necessary transport infrastructure and service capacity to serve the airport is secured while maintaining and improving public transport mode share .

District Character - Vision Statement 15

Vision Statement 15

This vision statement is being developed in association with the options for growth set out in Part 2 of this document. Depending on which growth option is favoured the vision statement will say:

New housing developments have been dispersed with significant extensions to many existing settlements

or

New housing developments have been concentrated on relatively few sites to enable the provision of the maximum level of public service infrastructure

Theme 4 - Living in Communities

6 Theme 4 - Living in Communities

Community Plan Priorities

- Reduce Obesity
- Reduce the number of people who smoke
- Ensure development is designed to promote healthier living in the built environment
- Reduce the need for older people to go into hospital or residential care
- Keep vulnerable children and young people safe
- Empower local people to have a greater voice and influence over local decisions making and the delivery of services
- Improve the quality of life for people in the most disadvantaged neighbourhoods and ensure service providers are more responsive to neighbourhood needs and improve their delivery
- Reduce crime, the harm caused by illegal drugs and to reassure the public, reducing the fear of crime
- Build respect in communities and reduce anti-social behaviour

Spatial Vision Statements

- Accessible high quality health services and effective promotion of healthy living mean that healthy lifestyles are available to all.

Living in Communities - Vision Statement 16

Vision Statement 16

Health Services

Accessible, high quality health services and effective promotion of healthy living mean that healthy lifestyles are available to all.

Strategic Objective 24

Provision of Health Services

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

Theme 4 - Living in Communities

Context

- Regional Spatial Strategy – The East of England Plan, Secretary of State's Proposed Changes set out the strategic objective to promote social cohesion by improving access to work, services and other facilities, especially for those who are disadvantaged
- 75% of Uttlesford residents feel in good health (this figure is above the average for Essex (71%) and England as a whole (69%))
- When compared with the National Playing Fields Association standard there is a shortfall in outdoor sports provision in all but 1 of the 7 wards in Saffron Walden, Great Dunmow and Stansted Mountfitchet. There is a shortfall of children's play space in all wards.
- Of the other 12 parishes with populations over 1,000, 7 have a shortfall in outdoor sports provision and 10 have a shortfall of children's play space.

Consultation Responses

6.1 In their written responses people felt that services like schools, doctors and dentists should be provided to support new development. There was also reference to the need to provide places of worship and facilities for young people.

Sustainability Implications SO 24

Provision of Health Services

Potential Positive Impacts

- Supports sustainability objective to encourage the use of public transport, walking and cycling, improve rural transport and integrate modes of transport and concentrate development and facilities in town centres.
- Supports sustainability objective to reduce the number of road casualties and ensure ease of pedestrian movement especially for the disabled.
- Supports sustainability objectives to reduce the level of violent crime and vandalism and anti social behaviour
- Supports sustainability objectives to improve access to healthcare, improve sports and cultural facilities and improve services for young people.
- Supports sustainability objective to provide housing to meet local needs.
- Supports sustainability objective to reduce inequalities between areas.
- Supports sustainability objective to improve school leavers qualifications and training
- Supports sustainability objectives to support the rural economy and village services and ensure the vitality of town centres

Theme 4 - Living in Communities

Potential Negative Impacts - None Recorded

Uncertain Impacts - None Recorded

We think we need Core Strategy Policies that will:

Core Strategy Policy LC 1

Health and Community Facilities

Require the provision of health and other community facilities where these are needed

Core Strategy Policy LC 2

Sports Provision and Children's Play

Address the shortfall in sports provision and children's play space

Core Strategy Policy LC 3

Health Impacts of Development

Take into account the health impacts of development such as noise, smell, dust, electro magnetic radiation or exposure to pollutants.

Core Strategy Policy LC 4

Accessibility

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

Options for Growth

7

7 Options for Growth

Introduction

7.1 One of the most important decisions to be made is how the growth in housing and employment and any supporting infrastructure is to be distributed around the District. This must be considered in the context of the vision for how the District will be in 2021 and the strategic objectives and issues and options set out above.

7.2 The Council needs to define a spatial strategy that will provide about 3000 new homes.

- The Regional Spatial Strategy (Secretary of State's Proposed Changes to the Draft East of England Plan) says that 8,000 new homes should be built in Uttlesford between 2001 and 2021.
- Since 2001, 1620 homes have been built.
- The Urban Capacity Study and Housing Supply 2006 Survey identifies sites that would provide between 460 and 660 houses, depending on the density of development, which could be built within the urban areas of Saffron Walden, Great Dunmow and Stansted Mountfitchet.
- In addition there are about 2860 houses still to be built at Oakwood Park, Little Dunmow; Woodlands Park, Great Dunmow; Priors Green, Takeley and Rochford Nurseries, Stansted Mountfitchet.
- Furthermore the results of the Housing Supply 2006 survey identifies sites within the villages which will provide a further 60 houses.
- This leaves the need to provide between 2800 and 3000 houses. As there are no large Brownfield sites in the District it is more than likely that these will have to be found on Greenfield sites. Taking into account the historic and rural character of the District's settlements where high density development is not always appropriate, the lower end of the density range has been used in calculating the capacity of the urban areas and therefore the following growth options are considered on the basis of the need to provide 3000 dwellings.

7.3 The spatial options in the following chapters generally fall into two types: either concentrated growth where the growth is accommodated in a single or small number of locations; or a more dispersed growth over a larger number of locations. The general locations are shown on the Key Diagram at the end of this document.

Concentrated growth options

Concentrate all development at Saffron Walden

Concentrate all development at Great Dunmow

Concentrate all development at Stansted Mountfitchet

Concentrate development at the largest centres of Great Dunmow, Saffron Walden and Stansted Mountfitchet

Options for Growth

Concentrate Development in a single new settlement

Dispersed growth options

Distribute development over a hierarchy of settlements from villages with services and facilities through key rural centres to largest settlements

Distribute Development along the West Anglia Rail corridor

Distribute all development in villages around the District

Distribute development along the A120 corridor and in Dunmow

7.4 The options are designed to provide a guide to the range available. Clearly there are different variations on these options and a combination of one or more elements from each of the options is possible. No growth options have been ruled out as being unreasonable. To be in conformity with the East of England Plan the option of providing for 'No Growth' cannot be pursued.

7.5 The options have been subject to sustainability appraisal and a summary of the results are set out in the tables below. The full assessment is available on the Council's website at www.uttlesford.gov.uk

7.6 In relation to each option, the impact of the growth on a range of issues is considered. The comments are based on the evidence base listed at the beginning of this document and results of the questionnaire carried out in June/July 2006.

7.7 The following issues are common to each growth option.

Water Resources

7.8 Current water company resource plans for the East of England provide for new resources by 2015. To prevent an overall deficit of water supply over demand returning in the late 2020s further new resources are needed to be developed beyond 2015. Although technically feasible (eg water transfer into the region from the River Trent, new reservoirs, desalination etc) it will become increasingly costly and will pose additional risks to the environment in the region or adjacent regions where water transfer is planned.

7.9 Demand management and water efficiency are key to ensuring that new development is sustainable in the long term.

Highway Network

7.10 A Highway Agency study has found that the growth planned in Essex and Uttlesford identified in the Regional Plan is likely to cause congestion on the M11 and A120.

7.11 Essex County Council research has found that if no congestion management measures are implemented the planned growth in Uttlesford will lead to significant congestion and capacity problems on the A120 and B1383.

Options for Growth

7.12 Congestion can be tackled by

- Providing alternatives to the car including better facilities for pedestrians, cyclists and public transport corridors,
- Locating new development on public transport corridors,
- Influencing travel behaviour,
- Managing demand, and
- Selective road widening and new infrastructure where appropriate.

Developer Contributions

7.13 Developer contributions to provide the infrastructure to support the development have to be directly related to the proposed development, and fairly and reasonably related in scale and kind to the proposed development. If development is therefore concentrated on a small number of large sites or a single site, there is more potential to maximise contributions, unless if a standard charge system were to be introduced.

Protection of European Sites

7.14 The Natura 2000 network (Habitats Directive) protects sites which are of exceptional importance in respect of rare, endangered or vulnerable habitats and species within the European community. These sites, which are also referred to as “European Sites”, consist of Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). There are no European Sites or RAMSAR sites within Uttlesford. The nearest sites are Eversden and Wimpole Woods SAC in South Cambridgeshire; Lee Valley SPA; Wormley-Hoddesden Park Woods SPA; Lee Valley Ramsar site which are mainly in Hertfordshire; and Epping Forest SAC in Essex/Greater London.

Employment

7.15 The Secretary of State's Proposed Changes to the Draft East of England Plan supports the plan's strategy of channeling job growth which is not directly related to Stansted to Harlow. The report does not therefore propose a regionally strategic employment location within the District.

7.16 This document takes on board the Secretary of State's recommended new spatial policy; that Local Development Frameworks identify selected market towns as locations for development to increase their degree of economic and social sustainability and in other rural settlements the objective is to assist the continued viability of agriculture and other rural economic activities and the diversification of the rural economy.

8 Growth Strategy Option 1a - Concentrate all development at Saffron Walden

8 Growth Strategy Option 1a - Concentrate all development at Saffron Walden

8.1 In accordance with Government advice the priority would be to use land within the existing built up area. The Urban Capacity Study 2005 identified sites within the town which could provide for between 480 to 500 houses. Taking into account those sites completed 2005/06 there is known capacity for 320-400 units. The need to define a growth strategy which will provide for 3000 homes has assumed that sites within the town will be built at a low density. Even if a higher density is achieved urban capacity alone will not provide enough land. To provide the majority of the development, new Greenfield extensions to the current built up area of the town would be needed. Developers have expressed interest in sites to the south of the town on land between Shire Hill Lane to Debden Road. In order to meet the full housing requirement within the existing settlement it would be necessary to build at a high density and release land allocated or protected for other uses such as employment, playing fields and open space

Issue SW 1

Transport

There are existing walking, cycling and public transport options. There is a railway station at Wendens Ambo (Audley End station) on the Cambridge to London Liverpool street line. There is a station car park but it is soon full and there are limited buses outside the peak periods. The medieval street pattern of the town makes it difficult to create new cycle routes and footpaths. Development on the edge of the town would need to include links to the town centre, schools and leisure facilities.

Issue SW 2

Traffic

Traffic management measures would be needed to prevent further congestion and enable the flow of additional traffic around town and onto the B1383. The Council has identified a risk that NO₂ levels close to roadsides in the centre of Saffron Walden will exceed Government levels. Therefore unless appropriate traffic measures can be implemented air quality will be made worse by the additional traffic generated by development. The Saffron Walden Health Check recorded these issues as being of growing local concern. The creation of a bypass to connect the new development to the county road network so as to

Growth Strategy Option 1a - Concentrate all development at Saffron Walden

avoid the congested parts of the town would require very significant development to make it financially viable as well as having a significant impact on the landscape.

Issue SW 3

Employment

Sources of employment are available locally. The town has vibrant and robust existing businesses in predominately good quality modern buildings which are reasonably connected to the existing transport system. Existing employment land is under pressure to be developed for houses. Any loss of employment land would need to be replaced. The south eastern entrance to the town with the leisure centre, employment site and development of apartments with space to work at home makes this area a potential location for further employment.

Issue SW 4

Schools

Secondary Schools: Saffron Walden County High School is already operating over capacity. It is already one of the largest schools in Essex with no current plans to expand. A new secondary school would only become viable if a longer term view is taken and a development of over 3000 homes is considered. However this is likely to be unpopular with the school and parents due to the medium term implications for secondary schooling.

Primary Schools: The existing schools are not expected to have sufficient capacity to accommodate the pupils arising from the new development. An additional 3000 homes would require 4 primary classes for each year group which could be provided in up to 4 new schools.

The developers would be expected to provide, for free, the land for a new secondary and primary schools or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Growth Strategy Option 1a - Concentrate all development at Saffron Walden

Issue SW 5

Shops

Additional population would support existing shops and may lead to the creation of additional shops. However, there is limited opportunity for new shops to be built within the town centre which may lead to pressure for new shops on the edge of town or the expansion of edge of town supermarkets.

Issue SW 6

Services and Facilities

Additional population would support existing services and facilities but may lead to demand for additional services and facilities.

There is a significant existing shortfall of outdoor sports provision and children's playing space within Saffron Walden. This would be made worse by additional development unless new space for sport and play is provided with the development.

Saffron Walden currently has 3 doctors' surgeries.

Issue SW 7

Landscape

The town lies within the Cam River Valley which has a relatively high sensitivity to change. Development may provide the opportunity to improve the urban fringe where it is currently not well integrated into the landscape.

Issue SW 8

Biodiversity

There are no nationally or locally designated sites within or adjoining Saffron Walden. Ancient Woodlands surround the town. Open spaces within and adjoining the town may be of local importance to biodiversity.

Growth Strategy Option 1a - Concentrate all development at Saffron Walden

Issue SW 9

Historic Environment

Audley End is an historic parkland to the west of Saffron Walden and there are extensive conservation areas and numerous listed buildings within the town. The Saffron Walden Health Check records that the historic environment is highly valued by local people – and is the key feature that makes the town special for local people.

Issue SW 10

Flooding and Sewage Treatment

The Slade runs in two tributaries through Saffron Walden. Development would need to avoid land east of Little Walden Road which is in the floodplain. The Slade also runs in a culvert from east to west under the town. Location and type of development needs to take into account the floodplain associated with the Slade culvert. Development will need to control the rates of runoff to prevent the Slade from flooding.

Development would be able to connect to the Saffron Walden Wastewater Treatment Works. However the existing sewers are at capacity and new sewers would be needed around the edge of the town. The capacity of the Slade to carry discharge from the treatment works to the river Cam is likely to be a constraint on development. A Local Water Cycle Study would be required to understand the impact of the increased discharge. Funding for upgrading of sewage treatment works and upgrading the network will be subject to approval by the Sewerage Industry Regulator (OFWAT). Where approval is not gained and upgrades are required before finances are determined, funding or contribution to the cost of the upgrade would be expected from the developer.

Sustainability Implications SW 1

Potential Positive Impacts

- Potential to reduce development in other sensitive areas - providing Ancient Woodlands around the town are retained.
- Potential to control noise elsewhere in the District by concentrating development in one area.

Growth Strategy Option 1a - Concentrate all development at Saffron Walden

- Potential to encourage the use of walking, cycling and public transport options
- Potential to improve rural public transport services.
- Support affordable housing
- Support the vitality of the town centre
- Increase services and facilities for young people.
- Potential to increase the capacity of existing health care facilities to support additional development
- Potential for socially and environmentally responsive business growth to support development
- Additional schooling needed in relation to new development has potential to provide enhanced access to educational facilities.

Potential Negative Impacts

- Potential to require development of Greenfield sites
- Potential negative impact on the historic environment within the town.
- Potential to exacerbate the already problematic air quality of Saffron Walden
- Potential to increase energy consumption and waste generated
- Potentially impact on the Slade Floodplain.
- Potential to create additional traffic congestion areas especially on the B1383
- Potential to increase the number of cars and contribute to road casualties
- Potential to generate an area of higher crime
- Potential to require the release of land allocated or protected for employment, playing fields and open space
- Existing sports and cultural facilities would not support additional population and there would be a requirement to provide additional facilities
- Development will be focused in one area to the possible detriment of other areas e.g potential to draw resources away from rural settlements

Growth Strategy Option 1a - Concentrate all development at Saffron Walden

Consultation Responses

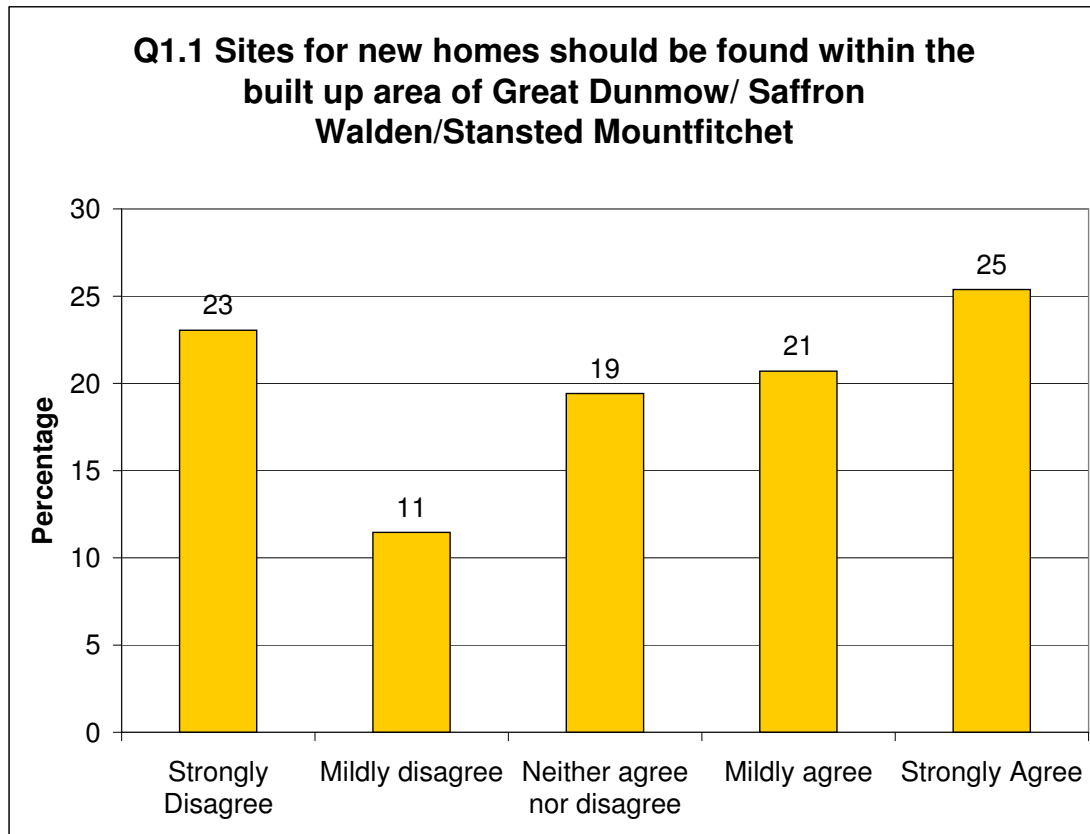
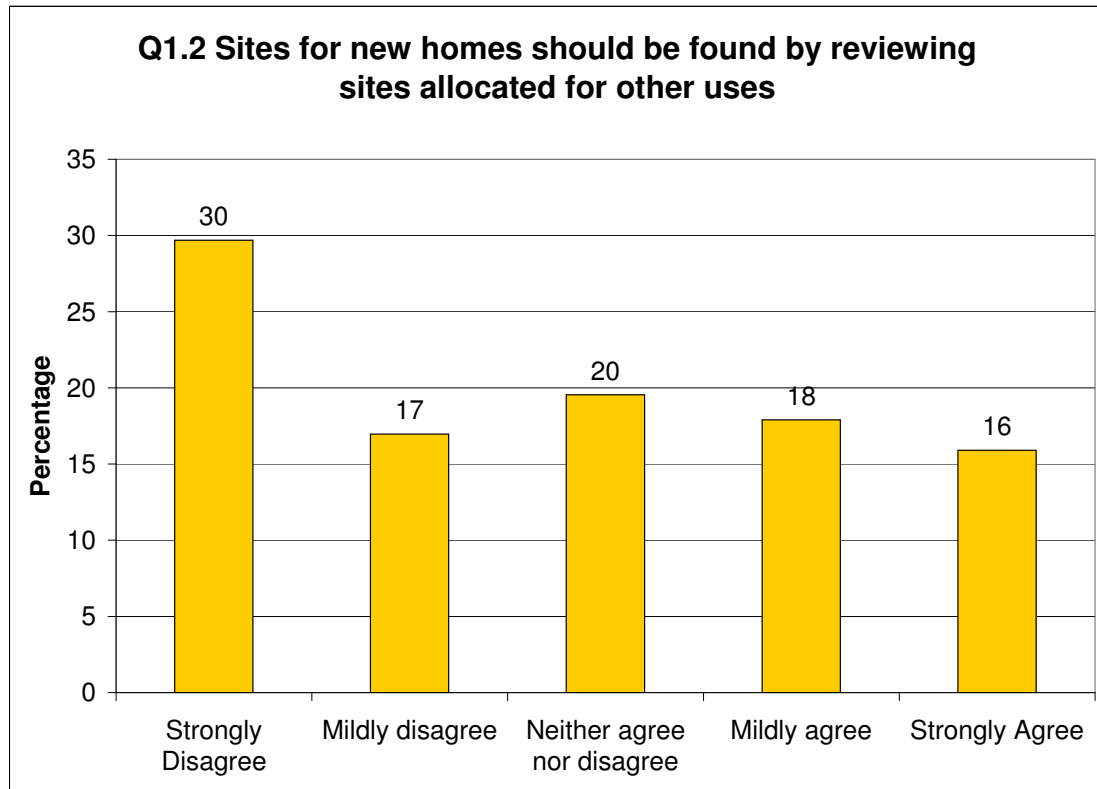


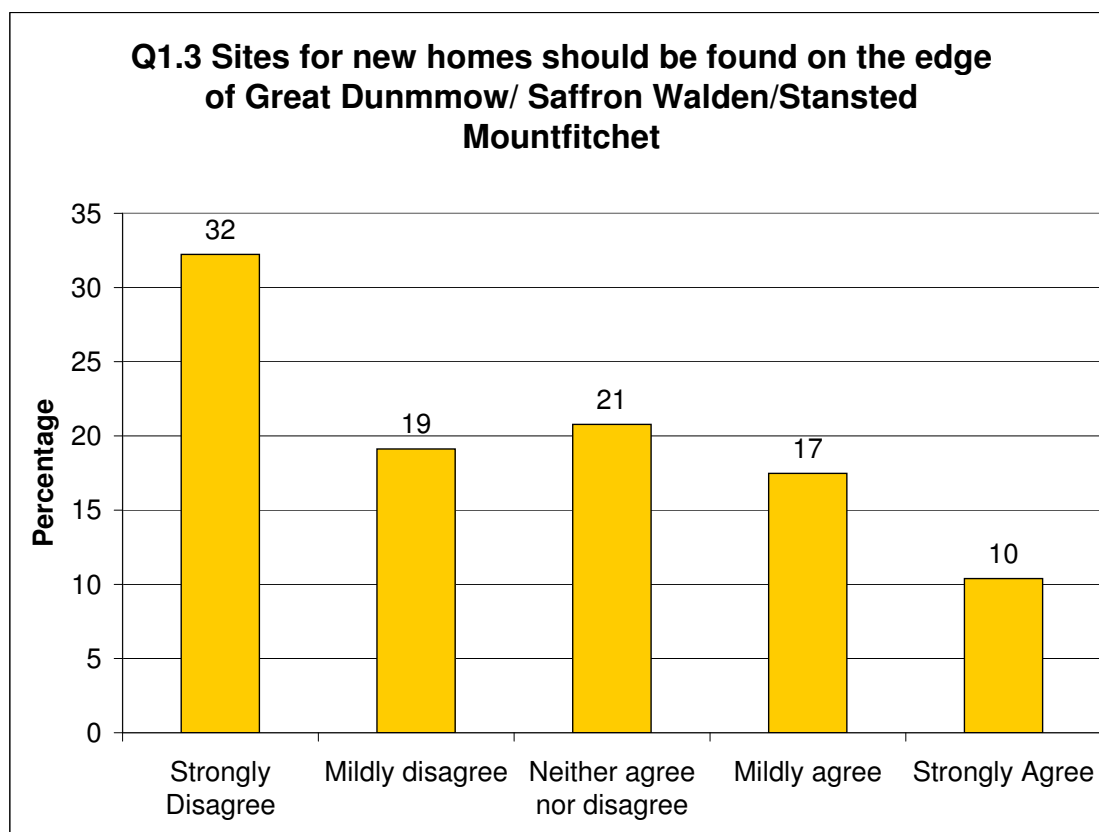
Figure 8.1 Sites for new homes should be found within the built up area of Great Dunmow/ Saffron Walden/ Stansted Mountfitchet

Growth Strategy Option 1a - Concentrate all development at Saffron Walden



Picture 8.1 Sites for new homes should be found by reviewing sites allocated for other uses

Growth Strategy Option 1a - Concentrate all development at Saffron Walden



Picture 8.2 Sites for new homes should be found on the edge of Great Dunmow/Saffron Walden/Stansted Mountfitchet

Assessment

8.2 This option, as a single solution is unlikely to meet the strategic objectives because of the traffic generation and the likely impacts on air quality and the impact of the Greenfield extensions on landscape character. In the short to medium term it would be difficult to overcome the problems of lack of capacity at the secondary school. There are significant limitations with the treatment and discharge of waste water.

8.3 Limited development of sites within the built area or small sites on the edge of the town could be used in combination with other options or parts of options to deliver the growth strategy.

9 Growth Strategy Option 1b - Concentrate all development at Great Dunmow

9 Growth Strategy Option 1b - Concentrate all development at Great Dunmow

9.1 In accordance with Government advice the priority would be to use land within the existing built up area. The Urban Capacity Study 2005 identified sites within the town with a capacity of between 90 to 200 houses. The need to define a growth strategy which will provide for 3000 homes has assumed that sites within the town will be built at a low density. Even if a higher density is achieved this will not provide enough land. To provide the majority of the development new Greenfield extensions to the current built up area of the town would be needed. Another option to reduce the need for Greenfield land on the edge of the town would be to release land allocated for other uses such as employment, playing fields and open spaces for houses.

9.2 Options could be

- 1b (i) to concentrate all the development in a single large Greenfield urban extension. Developers have expressed an interest in land to the south of Great Dunmow between the edge of the town and the A120.

Or a combination of

- 1b (ii) Allocating a number of smaller Greenfield sites on the edge of the town. Developers have expressed an interest in sites to the south near Ongar Road, to the northwest as an extension to Woodlands park and to the east, on land to the east and west of St Edmunds Lane, and land between Braintree Road and B1256.

and

- 1b (iii) Land within the town development limits currently allocated for employment uses could be considered with options 1b (i) and (ii). The employment land would have to be replaced possibly, either within a mixed use allocation for option 1b(i) or elsewhere in the A120 corridor with option 1b(ii)

Issue GD 1

Transport

There are existing routes for walking and cycling and public transport options. The town is not on a railway line. Dunmow benefits from a good network of paths which can be improved and extended. Development on the edge of the

Growth Strategy Option 1b - Concentrate all development at Great Dunmow

town would need to include links to the town centre, schools and leisure facilities. Development to the east of the town is separated from the town centre by the River Chelmer and development to the south of the town is separated by the B1256.

Issue GD 2

Traffic

All the growth strategy options would be able to connect into main highway network. Traffic management measures would be needed to prevent congestion on the A120.

Issue GD 3

Employment

Sources of employment are available locally. The town has vibrant and robust existing businesses in predominately good quality modern buildings which are reasonably connected to the existing transport system. Existing employment land is under pressure to be developed for houses. Any loss of employment land would need to be replaced. There is also potential for a mixed use development as a Greenfield urban extension to Great Dunmow.

Issue GD 4

Schools

Secondary Schools: Helena Romanes is expected to exceed capacity by 2010. Limited expansion is possible but not to cope with all of the additional 3000 new homes. A development of over 3000 new homes could make the development of a new school viable.

Primary Schools: The existing schools are expected to be at capacity by 2010. An additional 3000 new homes would require 4 classes for each year group which could be provided in up to 4 new schools.

If the capacity of existing primary or secondary schools is to be increased developer contributions will be sought for building and establishment costs. Where additional land is needed the developers would be expected to provide,

9 Growth Strategy Option 1b - Concentrate all development at Great Dunmow

for free, the land for a new secondary and primary schools or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Issue GD 5

Shops

Additional population would support existing shops and may lead to the creation of new shops. However, there is limited opportunity for new shops to be built within the town centre which may lead to pressure for new shops on the edge of town or expansion of edge of town supermarkets.

Issue GD 6

Services and Facilities

Additional population would support existing services and facilities but may lead to demand for additional services and facilities.

There is a small existing shortfall of outdoor sports provision and children's play space provision within Great Dunmow. This would be made worse by additional development unless new space for sport and play is provided with the development.

There are two doctors' surgeries in Great Dunmow which have no spare capacity for a significant increase in registered patients.

Issue GD 7

Landscape

Development to the east of the town would lie within the Upper Chelmer river valley which has relatively high sensitivity to change. Development to the west and south of the town would fall within the Broxted or Roding Farm Plateaux which have moderate to high sensitivity to change.

Growth Strategy Option 1b - Concentrate all development at Great Dunmow

Issue GD 8

Biodiversity

There are no nationally or locally designated sites within or adjoining Great Dunmow. Ancient Woodlands are to the northwest, south and east of the town. Development in these locations would have an impact on these sites. Formal and informal open spaces within and adjoining the town, significantly the Chelmer Valley, are of local importance to biodiversity.

Issue GD 9

Historic Environment

There is an extensive conservation area and numerous listed buildings within the town. Brownfield sites within the town with potential for development include the former Dunmow Infants School which straddles the Conservation Area and the land to the east of the High Street which is within the Conservation Area.

Issue GD 10

Flooding & Sewage Treatment

Development would need to avoid the flood plain of the River Chelmer. Development would need to control the rates of runoff to prevent the Chelmer from flooding.

Development would be able to connect to the Great Dunmow and/or Felsted Waste water Treatment Works (WwTW) and discharge to the River Chelmer. Great Dunmow WwTW may offer a less restrictive discharge into the River Chelmer than Saffron Walden allowing growth to happen more quickly. Funding for upgrading of treatment works and upgrading the network will be subject to approval by the Sewerage Industry Regulator (OFWAT). Where approval is not gained and upgrades are required before finances are determined, funding or contribution to the cost of the upgrade would be expected from the developer.

9 Growth Strategy Option 1b - Concentrate all development at Great Dunmow

Sustainability Implications GD 1

Options 1b(i), 1b(ii), 1b(iii)

Potential Positive Impacts

- Reduce development in other sensitive areas - providing Ancient Woodlands around the town are retained
- Potential to utilise greenfield sites and reduce development pressure on existing historic built environment (Options 1b(i) and 1b(ii)).
- Potential to control noise elsewhere in the District by concentrating development in one area
- Potential to expand current facilities for walking, cycling and public transport options. Development at urban fringe may require enhanced facilities
- Potential to increase services and facilities for young people
- Supports affordable housing
- Potential for socially and environmentally responsive business growth to support development
- Supports vitality of the Town Centre
- Concentrated development in town centres will allow better integration of transport networks but may contribute to traffic congestion on the A120
- Additional schooling needed in relation to new development has potential to provide enhanced access to educational facilities.

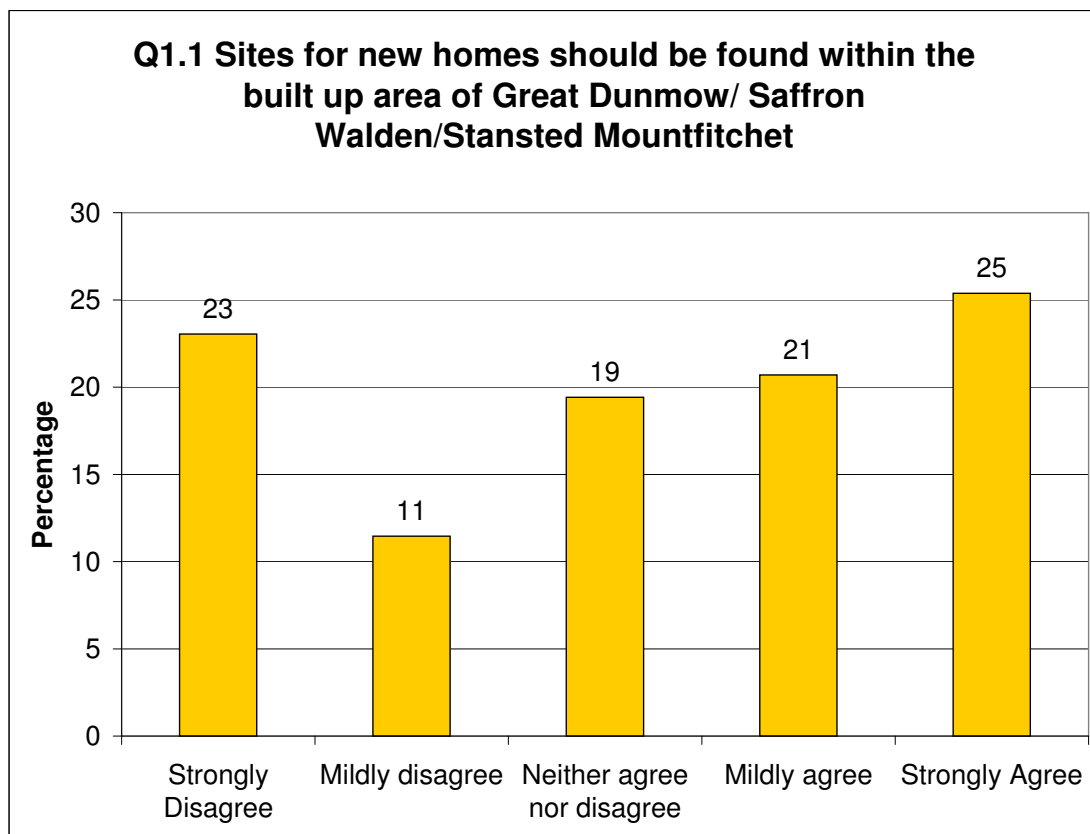
Potential Negative Impacts

- Development will require large greenfield urban expansion
- Potential for concentrated urban development to impact on the historic environment (Option 1b(iii))
- Potential for concentrated urban development to impact on historic buildings and surroundings
- Potential to create hot spots for pollution
- Concentrated development in town centres will minimise need and demand for improvements to rural public transport
- Potential increase energy consumption and waste generated - Option 1b(iii) is more sustainable than 1b(i) or 1b(ii) because it makes use of existing services and resources.
- Potential for development to impact on the River Chelmer Floodplain
- Potential to increase the number of cars and contribute to road casualties - development will require transport improvement measures
- Potential to generate area of higher crime
- Potential for concentrated development to impact on areas of local biodiversity importance if not managed appropriately

Growth Strategy Option 1b - Concentrate all development at Great Dunmow

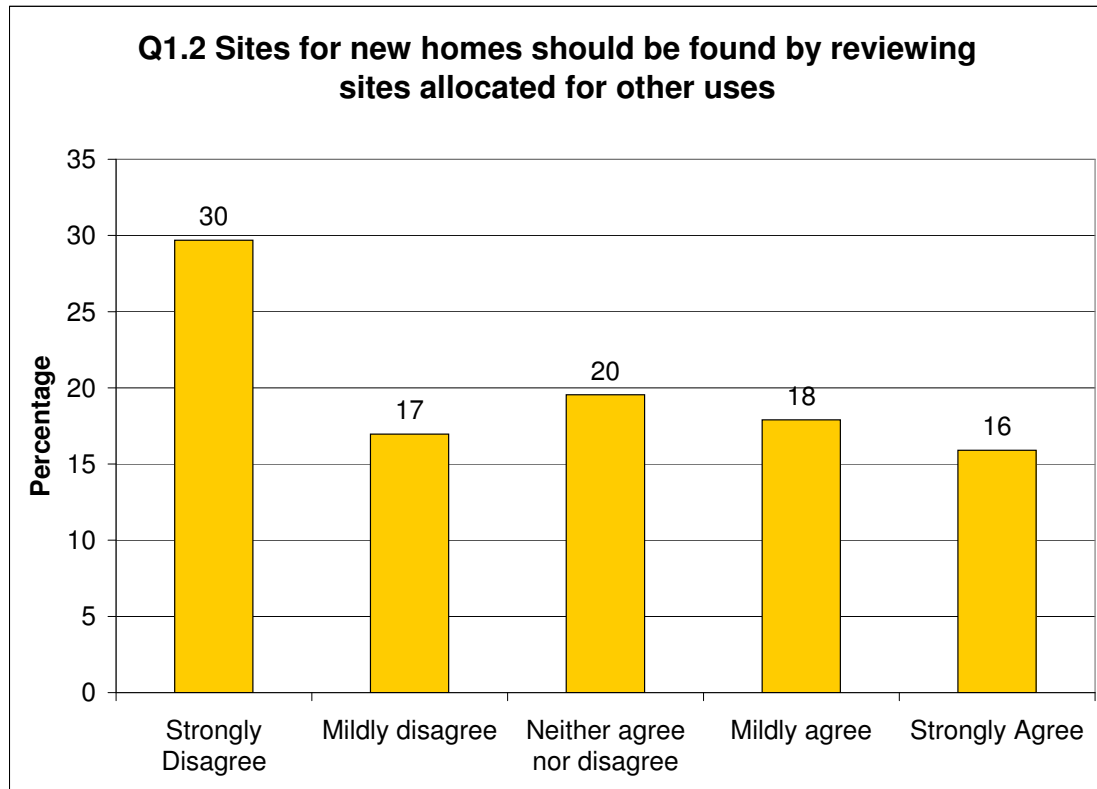
- Potential to draw resources away from rural settlements by concentrating development in built up areas
- No spare capacity at existing Doctor's surgeries for a significant increase in registered patients
- Existing sports and cultural facilities would not support additional population and there would be a requirement to provide additional facilities.
- Development may require the release of land allocated or protected for playing fields and open space

Consultation responses



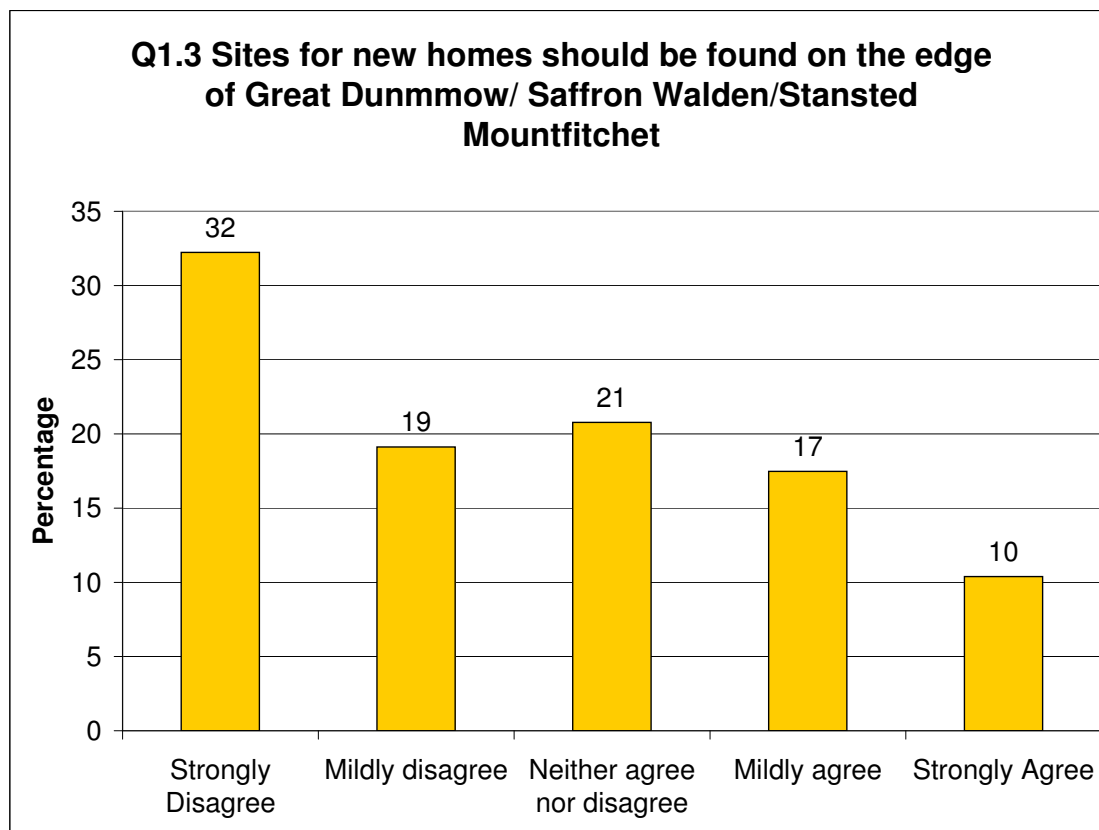
Picture 9.1 Sites for new homes should be found within the built up area of Great Dunmow/ Saffron Walden/ Stansted Mountfitchet

Growth Strategy Option 1b - Concentrate all development at Great Dunmow



Picture 9.2 Sites for new homes should be found by reviewing sites allocated for other uses

Growth Strategy Option 1b - Concentrate all development at Great Dunmow



Picture 9.3 Sites for new homes should be found on the edge of Great Dunmow/Saffron Walden/Stansted Mountfitchet

Assessment

9.3 This option, as a single solution could meet the strategic objectives because of the town's links to the highway and public transport network and through a large mixed use development supporting the growth of the local economy. However such a Greenfield urban extension would have an impact on the landscape character. There is some, but not enough potential to expand the secondary school.

9.4 Small sites on the edge of the town could be used in combination with other options or part of options to deliver the growth strategy.

Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet

10 Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet

10.1 In accordance with Government advice the priority would be to use land within the existing built up area. The Urban Capacity Study 2005 identified sites within the town for between 33 to 35 houses. In addition a site of 40 units is nearing completion. The need to define a growth strategy which will provide for 3000 homes has assumed that sites within the town will be built at a low density. Even if a higher density is achieved this will not provide enough land. To provide the majority of the development new Greenfield extensions to the current built up area of the town would be needed. Developers have expressed an interest in land to the north of the village on land between the B1383 and Pennington Lane.

10.2 Another option to reduce the amount of Greenfield land is to release land allocated or protected for other uses such as employment, playing fields and open space. In Stansted Mountfitchet this is limited to sites protected for their recreational value and therefore this is not a reasonable option.

10.3 Development to the south would be contrary to strategic objective 9 to protect the green belt and would require Green Belt boundaries to be reviewed. Without a green belt boundary review, green belt would be a constraint on expansion except to the north of the village.

Issue SM 1

Transport

There are existing walking, cycling and public transport options. The town has a railway station on the Cambridge to London Liverpool Street line. Development on the edge of the town would need to include links to the town centre, schools and leisure facilities.

Issue SM 2

Traffic

Traffic management measures would be needed to prevent further congestion on the B1383 and enable the flow of additional traffic around town. Essex County Council research indicates that if no measures are implemented the B1383 will be congested from Bishop's Stortford to south of Newport and to a lesser extent

Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet

from Newport to Wendens Ambo. Any development would need to take into account the impact of the traffic from the development as well as traffic associated with growth at Stansted Airport.

Issue SM 3

Employment

There are no industrial estates within the town although there are a number of individual companies located throughout the town. The nearest estates are Parsonage Farm and estates in Bishop's Stortford as well as employment opportunities at the Airport. Significant residential development should include land for employment purposes to provide local employment opportunities.

Issue SM 4

Schools

Secondary Schools: Mountfitchet Mathematics & Computing College is expected to exceed capacity by 2010. Expansion of the school to accommodate 2000 homes would be viable but some additional land would be needed. A development of over 3000 new homes could make the development of a new school viable.

Primary Schools: The existing schools are expected to exceed capacity by 2010.

The planned development at Rochford Nurseries includes a site for a new 210 place school (1 form entry) which subject to finances becoming available to purchase more land has the potential to be extended to a 420 place school (2 form entry). An additional 3000 homes would require 4 classes for each year group which could be provided in 1 to 4 schools. Current projections indicate that the primary schools could take some of the 4 form entry arising from an additional 3000 homes.

If the capacity of existing primary or secondary schools is to be increased developer contributions will be sought for building and establishment costs. Where additional land is needed the developers would be expected to provide, for free, the land for a new secondary and primary schools or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex

Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet

County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Issue SM 5

Shops

Additional population would support existing shops and may lead to the creation of additional shops. However, there is limited opportunity for new shops to be built within the village. The close proximity of the village to Bishop's Stortford may make new shops less viable.

Issue SM 6

Services and Facilities

Additional population would support existing services and facilities but may lead to demand for additional services and facilities.

There is a significant existing shortfall of outdoor sports provision and a small shortfall of children's playing space provision within Stansted Mountfitchet. This would be made worse by additional development unless new space for sport and play is provided with the development.

There is currently one doctor's surgery in Stansted Mountfitchet.

Issue SM 7

Landscape

Stansted Mountfitchet is within the Stort Valley Landscape Character Area which has a relatively high sensitivity to change.

Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet

Issue SM 8

Biodiversity

There are no nationally designated sites within or adjoining the village. There are a small number of Local Wildlife Sites identified to the east and south west of the village, including an ancient woodland to the south of the village. Open spaces within and adjoining the village may be of local importance to biodiversity.

Issue SM 9

Historic Environment

The parkland of Stansted Hall lies to the south east of the village. The Scheduled Ancient Monument of Stansted Castle is on the eastern edge of the village. There are two conservation areas and a number of listed buildings within the town.

Issue SM 10

Flooding & Sewage Treatment

Development would need to avoid the floodplain of Stansted Brook. Development will need to control the rates of runoff to prevent flooding.

Development would be able to connect to the Stansted Mountfitchet or Bishops Stortford (which is located in Uttlesford) Waste water Treatment Works. It is likely that new mains sewers would be needed. Capacity of the works would depend upon the level of upgrade required and the capacity of the River Stort to carry the discharge. Investment will be particularly required to ensure the quality of water discharging to the Stort meets Environment Agency standards. Funding for upgrading of sewage treatment works and upgrading the network will be subject to approval by the Sewerage Industry Regulator (OFWAT). Where approval is not gained and upgrades are required before finances are determined, funding or contribution to the cost of the upgrade would be expected from the developer.

Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet

Sustainability Implications SM 1

Potential Positive Impacts

- Potential to reduce development effects on other sensitive areas.
- Potential to control noise by concentrating development in one area of Uttlesford
- Potential to encourage use of existing walking, cycling and public transport options. Development at urban fringe would require transport links to the village centre, schools and leisure facilities
- Concentrated development within the village will allow better integration of transport networks but may contribute to traffic congestion along the B1383 and traffic resulting from any upgrade to Stansted Airport.
- Potential to increase services and facilities for young people by expanding existing facilities in Stansted.
- Potential for development away from town centres resulting in less concentrated areas and less potential to generate areas of higher crime
- Supports affordable housing
- Potential for socially and environmentally responsible business growth to support expanding development.
- Ensure the vitality of the village centre.
- Additional schooling needed in relation to new development has potential to provide enhanced access to educational facilities.
- Potential to increase capacity of existing facilities - there is only one doctor's surgery in Stansted Mountfitchet

Potential Negative Impacts

- Development will required large Greenfield urban expansion
- Potential for concentrated development to impact on areas of local biodiversity importance if not managed properly
- Potential impact on the historic environment and historic buildings and surroundings
- Potential to create hotspots for pollution
- Potential for development to increase energy consumption and reduce opportunities for future use of natural resources at Greenfield sites
- Potential to development to generate greater volumes of waste unless appropriate facilities are provided
- Concentrated development will minimise need and demand for improvements to rural public transport
- Potential to increase the number of vehicles of the roads and contribute to incidence of road casualties. Development will require transport improvement measures

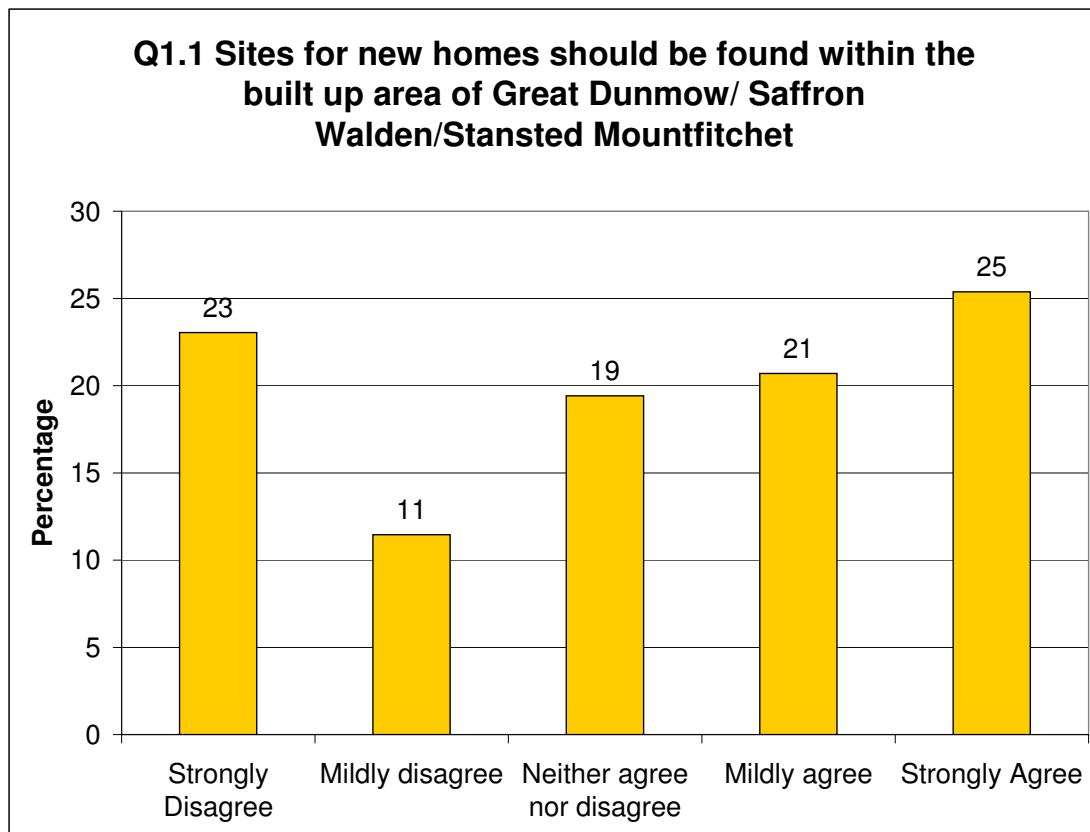
Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet

- Existing sports and cultural facilities would not support additional population and there would be a requirement to provide additional sports and cultural facilities to support residential development. Development would require the release of land allocated or protected for playing fields and open space
- Development will be focused in one area to the possible detriment of other areas e.g, potential to draw resources away from rural settlements.

Uncertain Impacts

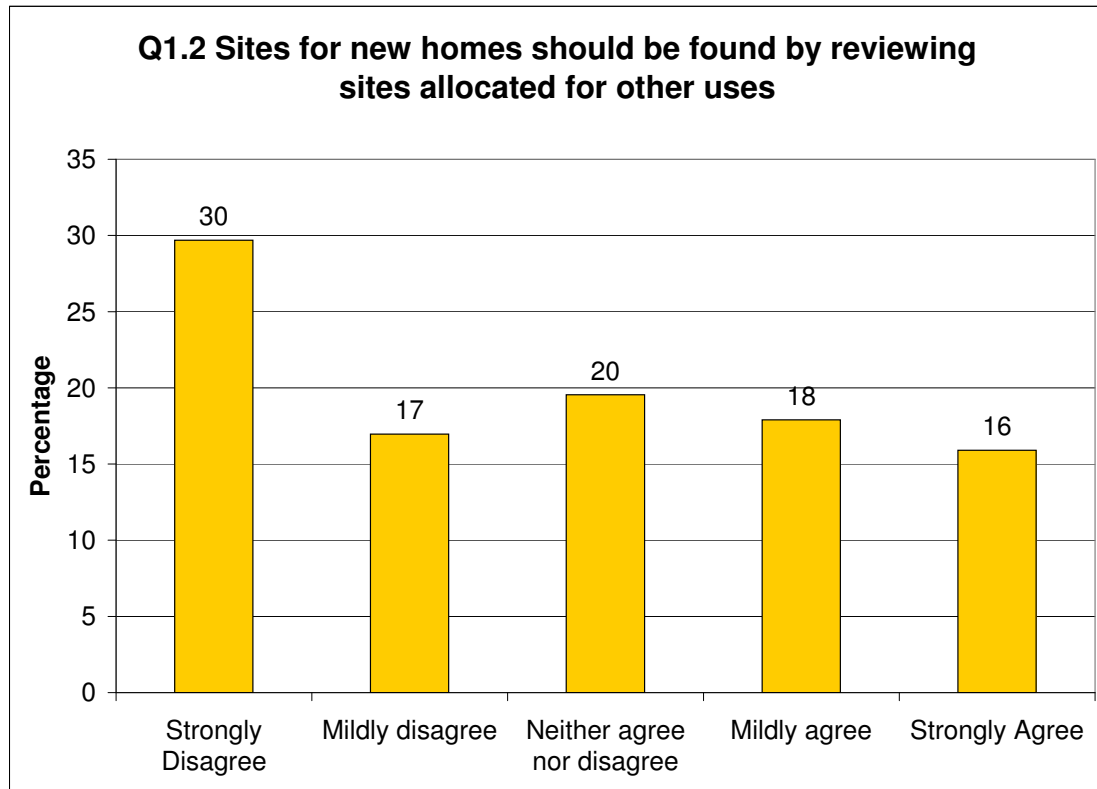
- Unlikely that significant development would occur within the floodplain of the nearby rivers. However development would need to control the rates of runoff to prevent flooding elsewhere.

Consultation Responses



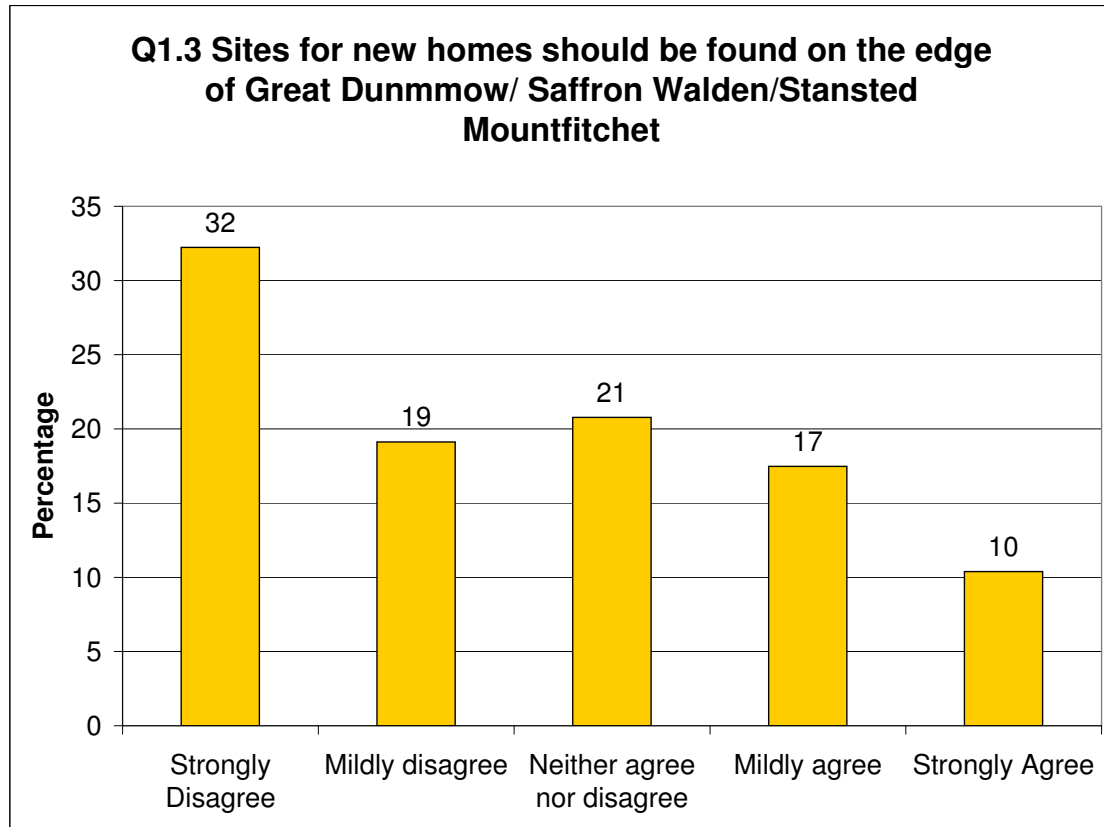
Picture 10.1 Sites for new homes should be found within the built up area of Great Dunmow/ Saffron Walden/ Stansted Mountfitchet

Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet



Picture 10.2 Sites for new homes should be found by reviewing sites allocated for other uses

Growth Strategy Option 1c - Concentrate all development at Stansted Mountfitchet



Picture 10.3 Sites for new homes should be found on the edge of Great Dunmow/Saffron Walden/Stansted Mountfitchet

Assessment

10.4 This option, as a single solution is unlikely to meet the strategic objectives because of the constraint the Metropolitan Green Belt places on the expansion of the village and because of the traffic generation through the village.

10.5 Limited development of sites on the edge of the town could be used in conjunction with other options or parts of options to deliver the growth strategy.

Growth Strategy Option 1d - Concentrate development in the largest centres

11 Growth Strategy Option 1d - Concentrate development in the largest centres

11.1 This would involve splitting the growth between largest centres at Great Dunmow, Saffron Walden and Stansted Mountfitchet.

11.2 The Urban Capacity Study 2005 and the Housing Supply 2006 Survey identifies sites to be built within the towns with a capacity of between 460 to 660 houses. The need to define a growth strategy which will provide for 3000 homes assumes that sites within the town will be built at a low density. Even if a higher density is achieved this will not provide enough land. To provide the majority of the development new Greenfield extensions to the towns would be needed. In order to reduce the need for Greenfield sites another option would be to release land allocated or protected for other uses such as employment, playing fields and open space.

Issue C 1

Transport

All the settlements have existing walking, cycling and public transport options. Audley End, Saffron Walden and Stansted Mountfitchet have railway stations on the Cambridge to London Liverpool Street line. Development would need to include links to the town centre, schools and leisure facilities.

Issue C 2

Traffic

Development of any scale would need traffic management measures to prevent further congestion. Spreading the development would enable the available road capacity in each settlement to be taken into account when considering the scale of development in each town.

Issue C 3

Employment

Saffron Walden and Great Dunmow have a range of existing sources of employment, less so at Stansted Mountfitchet. Existing employment land is under pressure to be developed for houses. Any loss of employment land would

Growth Strategy Option 1d - Concentrate development in the largest centres

need to be replaced. There is potential on the south eastern approach to Saffron Walden to add to the cluster of employment and leisure uses in the area. There is also potential for a mixed use development as a Greenfield urban extension to Great Dunmow. Significant residential development in Stansted Mountfitchet should include land for employment purposes to provide local employment opportunities.

Issue C 4

Schools

Secondary Schools: All the secondary schools are expected to be at or exceed capacity by 2010 even if each of the three towns was only taking a proportion of the growth. Expansion of Saffron Walden County High would be very difficult, some limited expansion of Helena Romanes School may be possible while Mountfitchet Mathematics & Computing College has the greatest opportunity to expand. Splitting the growth between the settlements would not make the development of a new secondary school viable.

Primary Schools: The existing schools are not expected to have sufficient capacity to accommodate the pupils arising from the new development. A development of 700 new houses would be needed in each settlement to make a new primary school of one form per year group viable. A larger development would require more primary schools

If the capacity of existing primary or secondary schools is to be increased developer contributions will be sought for building and establishment costs. Where additional land is needed the developers would be expected to provide, for free, the land for a new secondary and primary schools or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Growth Strategy Option 1d - Concentrate development in the largest centres

Issue C 5

Shops

Additional population would support existing shops and may lead to the creation of additional shops. There are limited opportunities for new shops to be built in any of the town centres. The need for new shopping facilities would depend on the scale of development in each of the settlements.

Issue C 6

Services and Facilities

Additional population would support existing services and facilities but may lead to demand for additional services and facilities.

There is an existing shortfall of outdoor sports provision and children's playing space provision within the towns. This would be made worse by additional development unless new space for sport and play is provided with the development.

There are currently three surgeries in Saffron Walden, two in Great Dunmow and one in Stansted Mountfitchet.

Issue C 7

Landscape

All three settlements are located in landscapes with a high sensitivity to change.

Issue C 8

Biodiversity

Development would not affect any nationally designated sites. Local wildlife sites, including Ancient woodlands can be found near the edge of the towns/village. Open spaces within and adjoining the towns/village may be of local importance to biodiversity.

Growth Strategy Option 1d - Concentrate development in the largest centres

Issue C 9

Historic Environment

All three settlements have conservation areas and contain listed buildings. Saffron Walden and Stansted Mountfitchet have historic parklands bordering the settlements.

Issue C 10

Flooding & Sewage Treatment

Development would need to avoid the floodplains and would need to control the rates of runoff to prevent flooding.

Development would be able to connect to Wastewater Treatments Works (WwTW) in each of the settlements. Capacity restrictions exist at the WwTW as described in Options 1a - 1c, although the extra development feeding into each WwTW would be less. Concentrating development across a number of centres will more readily enable phasing of development to be matched with infrastructure investment. Funding for upgrading of sewage treatment works and upgrading the network will be subject to approval by the Sewerage Industry Regulator (OFWAT). Where approval is not gained and upgrades are required before finances are determined, funding or contribution to the cost of the upgrade would be expected from the developer.

Sustainability Implications C 1

Potential Positive Impacts

- Potential to reduce development impacts on other sensitive areas.
- Potential to utilise existing services as a result of development being split between the town centres.
- Potential to encourage use of existing walking, cycling and public transport options. Development at urban fringe would require transport links to the town centre, schools and leisure facilities
- Potential to encourage use of existing walking, cycling and public transport options. Development at urban fringe would require transport links to the town and village centres, schools and leisure facilities

Growth Strategy Option 1d - Concentrate development in the largest centres

- Concentrated development in the town and village centres will allow better integration of transport networks but may contribute to traffic congestion. Splitting the development would allow the available road capacity in each settlement to be taken into account when considering the scale of development in each settlement
- Potential to increase services and facilities for young people by expanding existing facilities at development sites.
- Support affordable housing
- Reduces inequalities between areas
- Potential for socially and environmentally responsible business growth to support expanding development. Although this option is less likely to achieve this because of the smaller scale of development at each location.
- Ensure the vitality of the town and village centres.

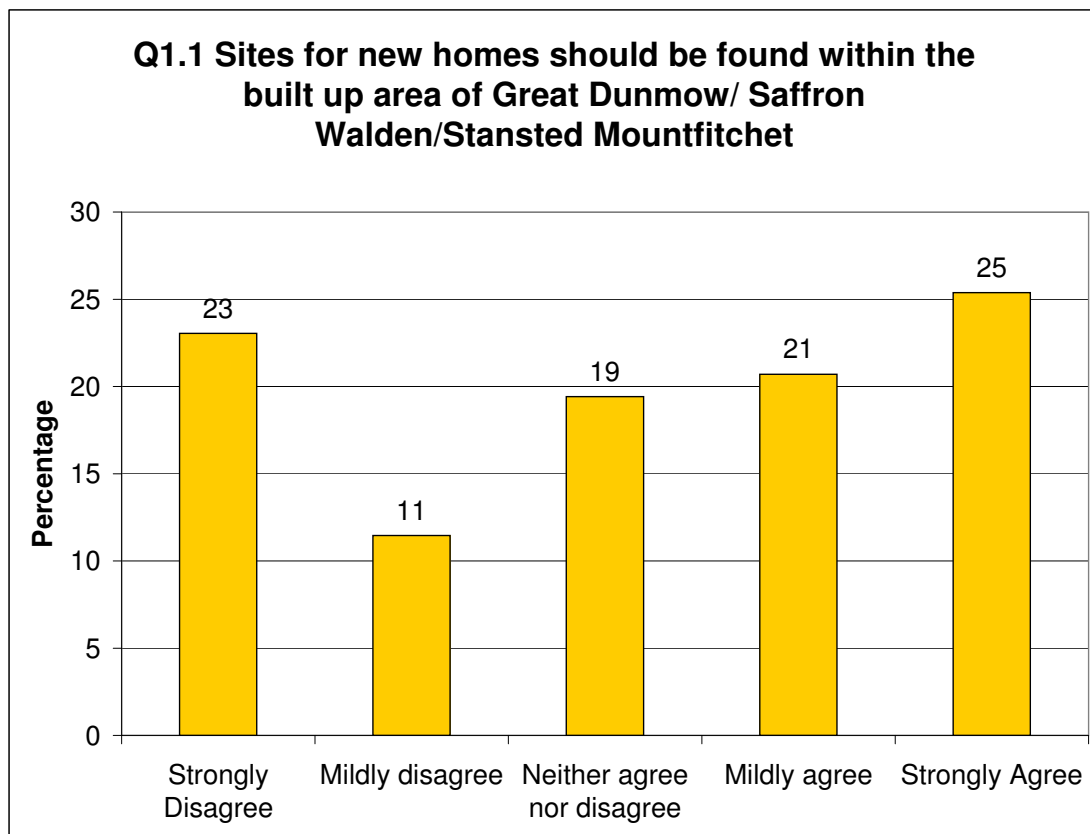
Potential Negative Impacts

- Developments will require large greenfield urban expansion
- Potential for concentrated development to impact on areas of local biodiversity importance if not managed appropriately
- Potential to impact negatively on the existing historic environment and on historic buildings and their surroundings
- Development at three centres will add to the noise generated at multiple noisy environments where existing control measures may/may not be functional
- Potential to create hot spots for pollution and potential to increase the incidence of pollution or pollution incidents as a result of multiple developments.
- Potential for developments to increase energy consumption and reduce opportunities for future utilisation of natural resources at greenfield sites
- Potential for developments to impact on the floodplains of nearby rivers unless suitable studies and follow-up mitigation measures are incorporated at the design stage
- Potential for development to generate greater volumes of waste unless appropriate facilities are provided
- Concentrated development in town and village centres will minimise need and demand for improvements to rural public transport.
- Potential to increase the number of vehicles on the roads and contribute to the incidence of road casualties. Development will require transport improvement measures.
- Development in town centres has the potential to generate areas of higher crime
- Potential to increase capacity of existing healthcare facilities. It is unlikely that existing facilities have the capacity for a significant increase in registered patients.

Growth Strategy Option 1d - Concentrate development in the largest centres

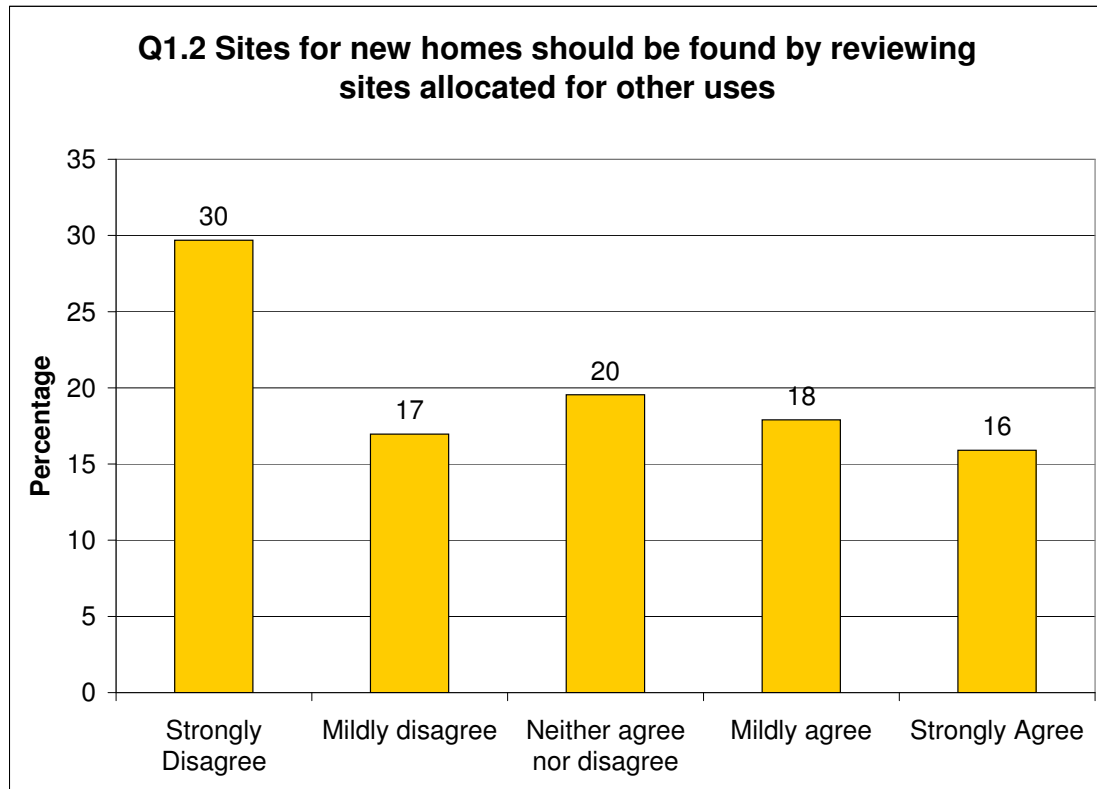
- Existing facilities would not support the additional population and there would be a requirement to provide additional sports and cultural facilities to support residential development. Development may require the release of land allocated or protected for playing fields and open space.
- Existing school facilities do not have the capacity to support the increased population resulting from the development. Requirement for new schools will depend upon distribution of housing between centres.
- Potential to draw resources away from rural settlements

Consultation Responses



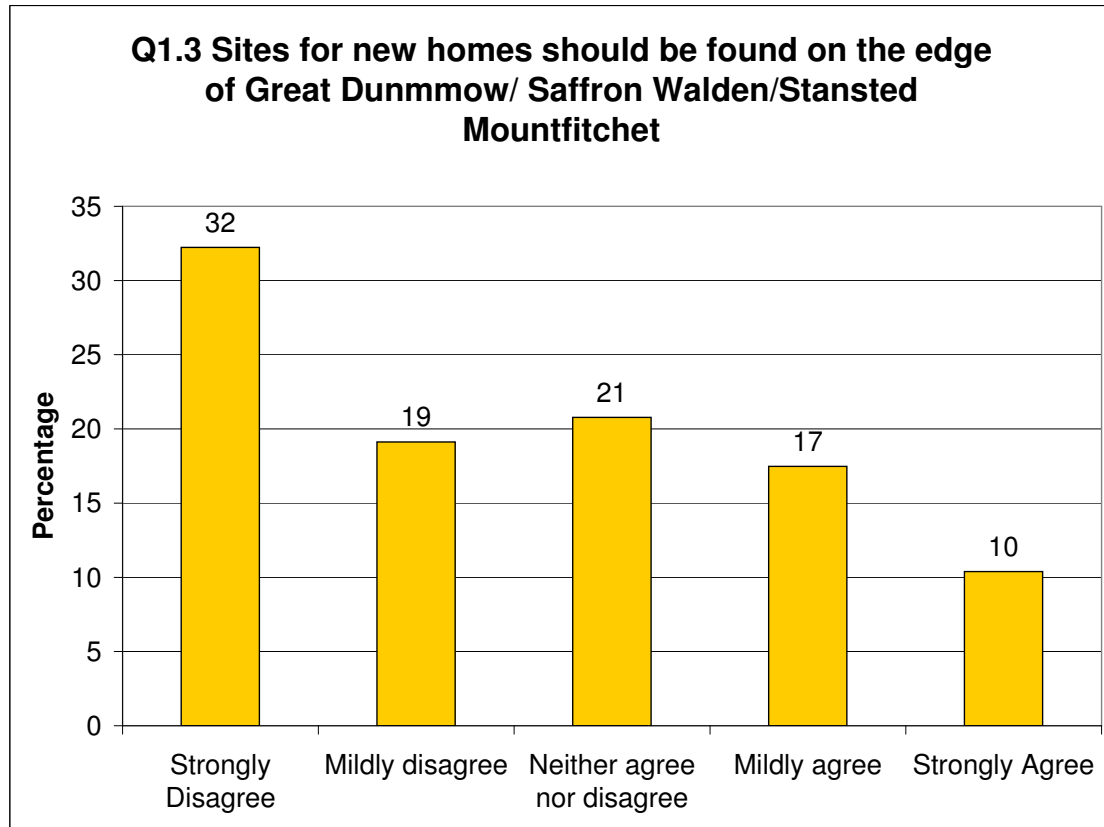
Picture 11.1 Sites for new homes should be found within the built up area of Great Dunmow/ Saffron Walden/ Stansted Mountfitchet

Growth Strategy Option 1d - Concentrate development in the largest centres



Picture 11.2 Sites for new homes should be found by reviewing sites allocated for other uses

Growth Strategy Option 1d - Concentrate development in the largest centres



Picture 11.3 Sites for new homes should be found on the edge of Great Dunmow/Saffron Walden/Stansted Mountfitchet

Assessment

11.3 This option, as a three settlement solution, would reduce the impact on each of the settlements compared to a single settlement option. Concentrating development across a number of centres can more readily enable phasing of development to be matched with infrastructure investment. However, splitting the growth between the three settlements makes secondary school provision difficult.

Growth Strategy Option 1e - Concentrate development in a single new settlement

12 Growth Strategy Option 1e - Concentrate development in a single new settlement

12.1 The East of England Plan panel report considers the potential contribution of a new settlement of at least 10,000 dwellings is the size required for a properly sustainable community which would support a range of local services including schools, shops and employment.

12.2 Developers have promoted sites for a smaller new settlement or the first phase of a larger development on land east of Stebbing; land between Elsenham and Henham; and within the vicinity of Stansted Airport.

Issue NS 1

Transport

Development of a new settlement would need to create pedestrian, cycle and public transport links within the development and also to existing settlements. The need to look to the towns and larger villages for certain services and facilities would mean an increase in trips to these settlements and the need to encourage modes of transport other than the car. A development of 3000 homes would not support a high frequency public transport system. The location of a new settlement would therefore need to be on an existing main bus corridor.

Issue NS 2

Traffic

Development near Stebbing or the airport would be able to link into the A120 at an existing junction. Traffic management measures and new link road, funded by the development, would be needed at Elsenham to avoid congestion not only in the village at the Hall Road/Stansted Road junction, but also in Stansted Mountfitchet and the surrounding smaller villages. The expansion of Stansted Airport with a new runway would mean access could no longer be made from Hall Road and a new link road would be required. The need for people to travel to towns and larger villages for certain services and facilities would mean increased traffic into these settlements.

Growth Strategy Option 1e - Concentrate development in a single new settlement

Issue NS 3

Employment

It would be possible to promote a new settlement of 3000 homes as an employment centre, but it would need to draw labour from a wider catchment and generate in as well as out commuting.

Issue NS 4

Schools

Secondary Schools: A new settlement with over 3000 family homes could allow the establishment of a new secondary and with sufficient site area this could cater for future growth demands post 2021. A properly planned new settlement could represent a viable option provided secondary school transport to existing schools could be supported through developer contributions until such time as the settlement grew to support the new school.

Primary Schools: The development of 3000 homes would require 4 classes for each year group which could be provided in up to 4 new schools.

The developers would be expected to provide, for free, the land for a new secondary and primary schools or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Issue NS 5

Shops

The development would need to provide a range of local convenience shops. Residents would still need to travel to nearby towns for a wider range of shops.

Growth Strategy Option 1e - Concentrate development in a single new settlement

Issue NS 6

Services and Facilities

It is unlikely that a new settlement of 3000 homes would support significant services and facilities and the residents would have to use existing services and facilities in nearby towns and larger villages.

The National Playing Fields Association suggests a target of 1.6 ha of outdoor sports provision per 1000 population and 0.8 ha of children's play space per 1000 population. There is already a shortfall of playing space within existing towns and therefore new provision would need to be included as part of the development.

A new development of 3000 homes could support a doctor's surgery with 4 full time GPs.

Issue NS 7

Landscape

Development of a new settlement would be in landscapes which have a moderate to high sensitivity to change.

Issue NS 8

Biodiversity

High Wood, west of Great Dunmow, and Hatfield Forest, south of the Airport are Sites of Special Scientific Interest. There are a number local wildlife sites, including Ancient woodlands. Landscape elements such as hedgerows and water features are likely to be of local importance to biodiversity.

Growth Strategy Option 1e - Concentrate development in a single new settlement

Issue NS 9

Historic Environment

Development would not have a direct impact on conservation areas or concentration of listed buildings. Development would need to take into account the impact on any archaeological sites and protected lanes.

Issue NS 10

Flooding & Sewage Treatment

Development would need to avoid areas subject to flooding and would need to control the rates of runoff to prevent flooding elsewhere.

It is preferable for a new settlement to connect to an existing Wastewater Treatment Works (WwTW). Treatment works exist at Felsted, Great Dunmow, Takeley, Stansted Mountfitchet and south east of Bishops Stortford. The additional development would require the upgrading of the Sewage Treatment Works. Funding for upgrading of sewage treatment works and upgrading the network will be subject to approval by the Sewerage Industry Regulator (OFWAT). Where approval is not gained and upgrades are required before finances are determined, funding or contribution to the cost of the upgrade would be expected from the developer. If consents were not forthcoming for the capacity of existing WwTW to be increased a new treatment works would be required. However if a new Wastewater Treatment works is required it is unlikely to be achievable within 10 years due to environmental and planning constraints. This would therefore defer development to the end of the plan period.

Issue NS 11

Elsenham Parish Plan

76% thought Elsenham could not accommodate more new housing; 81% thought more new housing would spoil the environment ; When asked what type of accommodation Elsenham needs 62% said none, 23% said homes for young people. When asked of they had any objection in principle to development which might help to meet the needs of local people 33% said YES & 48% said NO. 81% thought there were major 'danger spots' on the roads in Elsenham.

Growth Strategy Option 1e - Concentrate development in a single new settlement

Sustainability Implications NS 1

1e(i), 1e(ii) and 1e(iii)

Potential Positive Impacts

- A new settlement site will minimise any development impact on the existing historic built environment
- Potential for development away from town centres resulting in less concentrated areas and less potential to generate areas of higher crime.
- Development of a new settlement would require associated healthcare facilities
- Development would support affordable housing
- Potential for socially and environmentally responsible business growth to support development of a new settlement
- Potential for residents of a new settlement to use the facilities of surrounding villages and support the rural economy
- Potential to increase services and facilities for young people
- Additional schooling needed in relation to new development has potential to provide enhanced access to educational facilities.

Potential Negative Impacts

- Development will require large Greenfield Urban expansion and will utilise existing countryside to support the development
- Generate a noise source in a previously quiet area.
- Potential to create a hot spot for pollution
- A new settlement will require a higher input of energy natural resources and raw materials
- A new settlement site will not have direct impact on conservation area or concentration of historic buildings
- Potential for development to generate greater volumes of waste unless appropriate facilities are provided
- Development of new settlement sites will require travel to towns and larger villages for certain services and facilities which would increase use of private vehicles. A new settlement north of Elsenham will be better located to access existing rail facilities that settlements at Stebbing and within the vicinity of Stansted Airport.
- 3,000 new homes does not justify an extensive new public transport network
- A new settlement site may require additional public transport services but it will serve no improvement to existing rural transport services
- Development will require travel to towns and larger villages for certain services and facilities which would increase use of private vehicles unless

Growth Strategy Option 1e - Concentrate development in a single new settlement

sufficient facilities are included in the development. Potential to increase the number of vehicles on the roads and contribute to the incidence of road casualties. Development will require transport improvement measures

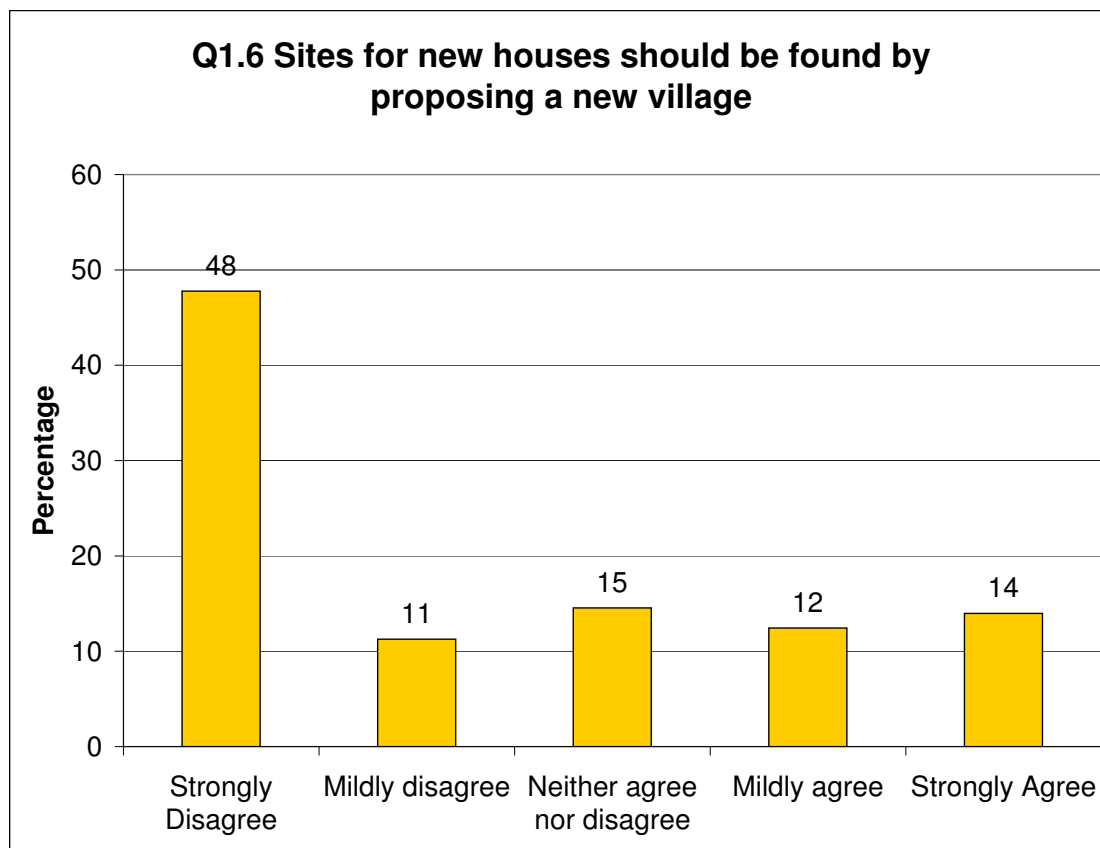
- Development of housing and associated facilities will be focused in one area and not dispersed throughout the district.
- The creation of a new settlement does not support the vitality of existing town centres

Uncertain Effects

- Potential to reduce development impacts on other sensitive areas. Potential for concentrated development to impact on areas of local biodiversity importance if not managed appropriately
- Development would need to avoid areas subject to flooding and would need to control the rates of runoff to prevent flooding elsewhere
- There would be a requirement to provide new sports facilities to support a new settlement. There is already a shortfall of playing space within existing towns and therefore new provision would need to be included as part of the development.

Growth Strategy Option 1e - Concentrate development in a single new settlement

Consultation Responses



Picture 12.1 Sites for new houses should be found by proposing a new village

Assessment

12.3 This option of concentrating development would mean the development of a new settlement which would be too small to create a properly sustainable community and the residents would need to make additional journeys to access services and facilities. A new settlement in some locations may lead to the coalescence of settlements contrary to the Council's vision of towns and villages remaining separate entities. A large Greenfield development would have significant impact on landscape character.

Growth Strategy Option 2a - Distribute development over a range of settlements

13 Growth Strategy Option 2a - Distribute development over a range of settlements

13.1 This option would involve some additional housing in villages with existing facilities like a primary school, some development in larger villages with a greater range of services and facilities, combined with some development in one or more of the three larger centres i.e. Saffron Walden, Great Dunmow and Stansted. The capacity of the larger centres has been described in options 1a - 1c.

Issue All 1

Transport

The larger centres will have existing cycling, walking and public transport options which can be improved and extended. Five villages in the West Anglia rail corridor have railway stations however there is little capacity to increase the number or length of the trains and there are problems with station layout and facilities. Development in the smaller settlements would need to introduce foot and cycle paths. It is unlikely that scale of development would make new bus routes viable however it would support existing bus services.

Issue All 2

Traffic

The need to look to the towns for certain services and facilities would mean increased traffic generation. Essex County Council research indicates that if no traffic management measures are implemented the A120 and the B1383 will be congested by 2021. Spreading the development would enable the available road capacity in each settlement to be taken into account when considering the scale of development.

Growth Strategy Option 2a - Distribute development over a range of settlements

Issue All 3

Employment

The larger settlements will have sources of employment locally but the smaller settlements will not. Residents are therefore likely to drive to the towns and other centres of employment for work. There is the potential for new employment development at Saffron Walden and as part of mixed development at Great Dunmow and at Stansted Mountfitchet. (See options 1a-1c).

Issue All 4

Schools

Secondary Schools: The four secondary schools are expected to be at or exceed capacity by 2010. Expansion of Saffron Walden County High would be very difficult, Newport school's split site makes it difficult to expand, some limited expansion of Helena Romanes School may be possible while Mountfitchet Mathematics & Computing College has the greatest opportunity to expand. Splitting the development between a large number of settlements across the district would not make the development of a new secondary school viable.

Primary Schools: The scale of development in each village would need to take into account the capacity of the primary school.

School transport costs would be incurred by any development 3+ miles by a safe route from site to school (2 miles for children under the age of eight).

If the capacity of existing primary or secondary schools is to be increased developer contributions will be sought for building and establishment costs. Where additional land is needed the developers would be expected to provide, for free, the land for a new secondary and primary school(s) or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Growth Strategy Option 2a - Distribute development over a range of settlements

Issue All 5

Shops

Development in the towns would support existing shops and may lead to the creation of additional shops. Development in the villages would help support existing shops but would be unlikely to make a new shop viable. Residents in the villages would need to travel to the towns for shopping.

Issue All 6

Services and Facilities

Development in the towns would support existing services and facilities but may lead to demand for additional services and facilities. The level of services and facilities in villages will vary but in most cases outside the key rural centres they will be limited. New development in the villages is unlikely to be of a scale to make the provision of new services and facilities viable but it may support existing ones. The additional population may lead to demand for additional services and facilities in the nearby towns and larger villages but if they were provided here then people would have to travel to make use of them.

The largest settlements and the majority of larger villages within the District have a deficit of play space. Where there is a surplus it is only by a very small amount. Any additional development would need to provide new play space.

There are currently 10 doctor's practices in the District at Saffron Walden (3); Great Dunmow (2) and one each at Stansted Mountfitchet, Newport, Elsenham, Hatfield Heath, and Thaxted. There are also surgeries at Great Chesterford and Felsted.

Issue All 7

Landscape

Uttlesford is characterised by river valleys which have a relatively high sensitivity to change and farmland plateaux which have a moderate to high sensitivity to change.

Growth Strategy Option 2a - Distribute development over a range of settlements

Issue All 8

Biodiversity

There are 12 sites of Special Scientific Interest and two National Nature Reserves in the District. Local Wildlife Sites, including ancient woodland can be found across the district and development would need to take these into account. Landscape elements such as hedgerows and water features are likely to be of local importance to biodiversity and would need to be incorporated and improved in any development scheme.

Issue All 9

Historic Environment

The majority of the settlements have conservation areas and concentrations of listed buildings. Historic Parklands can be found in the vicinity of some villages and towns. Development would need to assess the impact on any archaeological sites and protected lanes.

Issue All 10

Flooding & Sewage Treatment

Development would need to avoid flood plains and control the rates of runoff to prevent flooding elsewhere.

Sewage Treatment Works exist in major settlements and villages across the District. The smaller works may struggle to accommodate additional development. In comparison with an upgrade at a single works it would be costly and take a longer time per dwelling to upgrade a number of works. Funding for upgrades of sewage treatment works and network upgrades would be subject to approval by the sewerage industry regulator (OFWAT). Where approval is not gained and upgrades are required before the next determination in Oct 2014, funding or contribution to the cost of the upgrade would be expected from the developer.

Growth Strategy Option 2a - Distribute development over a range of settlements

Sustainability Implications All 1

Potential Positive Impacts

- Potential to reduce development impacts on other sensitive areas.
- Splitting the development gives the potential to use existing services
- Potential to improve and extend existing cycling, walking and public transport options in larger town centres.
- Potential to allocate development on access to existing facilities. However there may be sufficient capacity to support this development within the larger towns.
- Potential to increase services and facilities for young people
- Potential to provide affordable housing.
- Potential to reduce inequalities between areas
- Potential for socially and environmentally responsible business growth to support expanding development Although developments at each town and village will be smaller in scale than one large development
- Supports rural economy and village facilities
- Ensures the vitality of town centres.

Potential Negative Impacts

- Potential to require some development of Greenfield sites and resulting loss of countryside attributes
- Potential for concentrated development to impact on areas of local biodiversity importance if not managed appropriately
- Potential to impact negatively on the existing historic environment and historic buildings and surroundings
- Potential for development to add to noise generated at multiple noisy environments where existing control measures may/may not be functional
- Potential to create hot spots for pollution and increase incidence of pollution incidents as a result of multiple developments
- Potential for developments to increase energy consumption
- Potential for development to generate greater volumes of waste unless appropriate facilities are provided. In larger towns this may be supported by existing facilities
- There is no capacity to improve the existing public transport network however, increased demand for these services as a result of the development may facilitate future expansion
- There may be a need to travel to towns and larger villages for certain services and facilities which would increase use of private vehicles unless enough facilities are included in the development.

Growth Strategy Option 2a - Distribute development over a range of settlements

- Development in town centres has the potential to generate area of higher crime
- Existing facilities would not support the development and residents would have to use services and facilities of nearby towns and larger villages. There is already a shortfall of playing space within existing towns and therefore new provision would be needed as part of the development
- Development at smaller villages may put pressure on existing services and facilities and expansion may be limited in some cases.
- Existing school facilities do not have the capacity to support increased population resulting from the development.

Uncertain Impacts

- Potential for developments to impact on the floodplains of nearby rivers unless suitable studies and follow up mitigation measures are incorporated at the design stage
- Concentrated development in town centres will allow better integration of transport modes but may contribute to traffic congestion at A120 & B1383. Distributing the development would allow the available road capacity in each settlement to be taken into account when considering the scale of development in each village.

Consultation Responses

13.2 The Council didn't ask a particular question about this option but from the responses from the other questions it would appear that if this option involved development in villages with some facilities and within the larger settlements there would be some support.

Assessment

13.3 This option, of dispersing the development across all settlements would spread and therefore lessen the impact of development on individual settlements. However is unlikely to meet strategic objectives because of the additional number of journeys residents would need to make to reach shops and services. Splitting the development across a large number of settlements would make infrastructure investment for example on schools and waste water treatment difficult and expensive.

Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor

14 Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor

14.1 This would involve significant development to the north of Stansted Mountfitchet with smaller developments on the edge of Elsenham, Newport and Great Chesterford. Employment land could be provided in Wendens Ambo close to Audley End Station. Developers have expressed an interest in land at Elsenham on sites between the village and Als Wood; and south of Stansted Road; at Newport on land west of London Road, land north & south of Bury Lodge Lane, land at Newport Quarry; at Great Chesterford at the Nursery London Road and off Four Acres.

Issue WARC 1

Transport

All the settlements have existing routes for walking, cycling and public transport – bus and rail. Development would need to improve and expand these links to the village centre, schools, recreational areas and railway stations. Although these settlements all have railway stations there are problems with station layouts and facilities and there is little capacity to increase the number or length of trains.

Issue WARC 2

Traffic

All the villages except Elsenham have direct access onto the B1383. Traffic management measures would be needed to prevent congestion on the B1383 and within Stansted Mountfitchet where traffic from Elsenham would feed into the village.

Issue WARC 3

Employment

The majority of these villages contain employment land offering a good to moderate quality of buildings and access to transport systems. There may be potential in some villages to identify Greenfield land for employment to promote and diversify the local economy.

Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor

This option could include an additional small allocation of employment for B1 office and light industrial use at Wendens Ambo close to Audley End Station.

Issue WARC 4

Schools

Secondary Schools: Development would fall within the catchment of Saffron Walden County High, Newport Free Grammar and Mountfitchet Mathematics & Computing College. All of these schools are expected to exceed or be at capacity by 2010. Expansion of Saffron Walden County High School would be very difficult, Newport school is spread over a split site and its potential for expansion will need further investigation, Mountfitchet College has the greatest opportunity to expand.

Primary Schools: The primary schools are expected to exceed or be at capacity by 2010. Development would need to be at least 700 houses to make a new village school viable.

If the capacity of existing primary or secondary schools is to be increased developer contributions will be sought for building and establishment costs. Where additional land is needed the developers would be expected to provide, for free, the land for a new secondary and primary school(s) or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Issue WARC 5

Shops

The villages have limited shopping facilities which would receive additional support arising from the new development. It is unlikely that the scale of development would make new shops viable. Residents would still need to travel to near by towns for a wider range of shops.

Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor

Issue WARC 6

Services and Facilities

Additional population would support existing services and facilities but may lead to demand for additional services and facilities. Residents would need to use existing services and facilities in nearby towns and larger villages.

Great Chesterford has a very small surplus of outdoor sports provision whilst Elsenham has a very small deficit and Stansted a more significant deficit. All three villages have a shortfall in children's play space. New space for sport and play would have to be provided with the development.

Great Chesterford, Newport, Elsenham and Stansted Mountfitchet each have a doctor's surgery.

Issue WARC 7

Landscape

Villages set in the Cam or Stort River Valley would have a high sensitivity to change.

Elsenham is located on the higher Broxted Farmland plateau and would have a moderate to high sensitivity to change.

Issue WARC 8

Biodiversity

There are no national designated sites adjoining the villages. There is a Site of Special Scientific Interest at Debden Water to the East of Newport. The only locally designated sites adjoining the villages are special roadside verges, one to the east of Wendens Ambo and one on the eastern side of the B184 at Great Chesterford. Landscape elements such as hedgerows and water features may be of local importance to biodiversity and would need to be incorporated and improved in any development scheme.

Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor

Issue WARC 9

Historic Environment

All the villages except Elsenham have a conservation area and listed buildings can be found in all villages although there are less in Elsenham. There are Historic Parklands at Audley End and Shortgrove Hall, Newport. Development would need to take into account the impact on any archaeological sites and protected lanes.

Issue WARC 10

Flooding & Sewage Treatment

Development would need to avoid land subject to flooding at Great Chesterford, Newport and Stansted Mountfitchet. All development would need to control the rates of runoff to prevent flooding elsewhere.

Waste water Treatment Works exist at Great Chesterford; Wendens Ambo; Newport; and Stansted Mountfitchet. In comparison with an upgrade at a single works it would be costly and take a longer time per dwelling to upgrade a number of works. The impact on the receiving water course would need to be fully evaluated. Funding for upgrades of treatment works and network upgrades would be subject to approval by the sewerage industry regulator (OFWAT). Where approval is not gained and upgrades are required before the next financial determination, funding or contribution to the cost of the upgrade would be expected from the developer.

Issue WARC 11

Elsenham Parish Plan

76% thought Elsenham could not accommodate more new housing; 81% thought more new housing would spoil the environment ; When asked what type of accommodation Elsenham needs 62% said none, 23% said homes for young people. When asked if they had any objection in principle to development which might help to meet the needs of local people 33% said YES & 48% said NO. 81% thought there were major 'danger spots' on the roads in Elsenham).

Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor

Sustainability Implications WARC 1

Potential Positive Impacts

- Potential to reduce development impacts on other sensitive areas.
- Splitting the development gives the potential to use existing services
- Potential to improve and extend existing cycling, walking and public transport options in villages in order to access town centres and facilities
- Potential to increase services and facilities for young people
- Potential to provide affordable housing.
- Potential to reduce inequalities between areas
- Potential for socially and environmentally responsible business growth to support expanding development although developments at each town and village will be smaller in scale than one large development
- Villages have limited shopping facilities which would receive additional support from the new development. It is unlikely that the scale of development would make new shops viable. Residents would still need to travel to nearby towns for a wider range of shops.
- Potential for development away from town centres resulting in less concentrated areas and less potential to generate areas of higher crime

Potential Negative Impacts

- Potential to require some development of Greenfield sites and resulting loss of countryside attributes
- Potential for concentrated development to impact on areas of local biodiversity importance if not managed appropriately
- Potential to impact negatively on the existing historic environment and historic buildings and surroundings
- Potential for development to add to noise generated at multiple noisy environments where existing control measures may/may not be functional
- Potential to create hot spots for pollution and increase incidence of pollution incidents as a result of multiple developments although this may be to a lesser scale due to lack of associated facilities at proposed development areas
- Potential for developments to increase energy consumption. Settlements at smaller villages may require increased dependence on private car to access facilities at larger towns which will contribute to increased overall fuel consumption
- Potential for development to generate greater volumes of waste unless appropriate facilities are provided.
- Development will be located at small villages away from town centres - there is little or no capacity to integrate existing transport network

Growth Strategy Option 2b - Distribute development along the West Anglia Rail Corridor

- There is no capacity to improve the existing public transport network however, increased demand for these services as a result of the development may facilitate future expansion
- There will be a need to travel to towns and larger villages for certain services and facilities which would increase use of private vehicles unless enough facilities are included in the development.
- Unless capacity is increased, existing healthcare, sports and cultural facilities would not support the development and residents would have to use services and facilities of nearby towns and larger villages. There is already a shortfall of playing space within existing towns and therefore new provision would be needed as part of the development
- Development at smaller villages may put pressure on existing services and facilities and expansion may be limited in some cases.
- Existing school facilities do not have the capacity to support increased population resulting from the development. Need for new schools depend on distribution of houses between villages.
- Development at smaller villages may place increased pressure on existing and surrounding facilities and expansion may be limited in some cases.
- The development of smaller villages does not support the vitality of existing shopping centres

Uncertain Impacts

- Development would need to avoid areas subject to flooding and would need to control the rates of runoff the prevent flooding elsewhere.

Consultation Responses

14.2 The Council did not ask a particular question about this option but from the other questions it would appear that development in villages with some facilities would be supported. When asked about development on the edge of the major towns this was generally met less favourably than development within the built up area. In relation to Stansted opportunities for development within the settlement are likely to be limited

Assessment

14.3 This option, of distributing development in the villages with a railway station could meet the strategic objectives because of the links to public transport, although there are capacity issues here. However, splitting the development across a number of settlements would make infrastructure investment such as on schools and waste water treatment difficult and expensive

Growth Strategy Option 2c - Distribute all the development in villages around the District

15 Growth Strategy Option 2c - Distribute all the development in villages around the District

15.1 Options are to:

- 2c (i) Include all villages
- 2c (ii) Include only villages with a certain level of facilities and a primary school.

15.2 A criteria based approach would need to be used to assess suitable sites. The number of houses would be determined by the character of the village and the level of facilities and services available.

Issue V 1

Transport

Villages are likely to have existing routes for walking and cycling based on the local road and footpath/bridleway network. Existing public transport is limited. Development would need to improve and expand these links to village facilities, schools and recreational areas. The scale of development involved in each village is unlikely to make new bus routes viable or support service improvements.

Issue V 2

Traffic

Distributing development in villages will lead to an increase in road traffic to shopping and employment centres. The scale of development in each village would need to take into account the capacity of the road network.

Issue V 3

Employment

Some villages have a small amount of local employment based for example in converted agricultural buildings. Potential may exist for further conversions in some villages. Small villages are unlikely to be suitable locations to identify land for employment development as it would draw labour from beyond the village and generate additional car journeys. It is likely that most residents would need to travel to main centres of employment within and beyond the district.

Growth Strategy Option 2c - Distribute all the development in villages around the District

Issue V 4

Schools

Secondary Schools: All the four secondary schools are expected to exceed or be at capacity by 2010. Expansion of Saffron Walden County High would be very difficult, Newport school, being on a split site makes it difficult to expand, some limited expansion of Helena Romanes School may be possible while Mountfitchet Mathematics & Computing College has the greatest opportunity to expand. Splitting the development between a large number of settlements across the district would not make the development of a new secondary school viable. This option would place a long term burden on the secondary school transport budget

Primary Schools: The scale of development in each village would need to take into account the capacity of the primary school. If the option includes all villages this would involve children using school transport to get to school. There are a number of village schools that could benefit from a limited number of additional pupils and hence an element of scenario (ii) could be revenue neutral if existing secondary school contract bus places were available. Option (i) would place a long term burden on the primary school transport budget.

If the capacity of existing primary or secondary schools is to be increased developer contributions will be sought for building and establishment costs. Where additional land is needed the developers would be expected to provide, for free, the land for a new secondary and primary school(s) or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Issue V 5

Shops

The villages have limited shops, if any. The development may support existing shops but is unlikely to be of a scale to make a new village shop viable. Residents would need to travel to nearby towns.

Growth Strategy Option 2c - Distribute all the development in villages around the District

Issue V 6

Services and Facilities

The level of services and facilities in villages will vary but in most cases outside the key rural centres they will be limited. New development may support existing services and facilities but is unlikely to be of a scale to make the provision of new services and facilities in the villages viable. The additional population may lead to demand for additional services and facilities in the nearby towns and larger villages but if they were provided here then people would have to travel to make use of them.

The majority of larger villages within the District do not have enough play space. Where there is a surplus it is only by a very small amount. Any additional development would need to provide new play space.

The villages with doctor's surgeries are Newport, Elsenham, Hatfield Heath, Thaxted, Great Chesterford and Felsted. Otherwise the current population looks to the surgeries in Saffron Walden, Great Dunmow and Stansted Mountfitchet.

Issue V 7

Landscape

Villages set in the river valleys have a high sensitivity to change and those on the farmland plateaux have a moderate to high sensitivity to change.

Issue V 8

Biodiversity

Of the 12 Sites of Special Scientific Interest in the District only Quendon Wood is in close proximity to a village. Any development in villages would need to take into account any ancient woodland and local wildlife sites. Landscape elements such as hedgerows and water features may be of local importance to biodiversity and would need to be incorporated and improved in any development scheme.

Growth Strategy Option 2c - Distribute all the development in villages around the District

Issue V 9

Historic Environment

Many of the villages have conservation areas and concentrations of listed buildings. Development would also need to take into account any archaeological sites and protected lanes.

Issue V 10

Flooding & Sewage Treatment

Development would need to avoid land within floodplains and would need to control the rates of runoff to prevent flooding elsewhere.

There are a number of small Waste water treatment works (WwTW) located close to villages across the district. These smaller works may struggle to cope with additional development. In comparison with an upgrade at a single works it would be costly and take a longer time per dwelling to upgrade a number of works. Funding for upgrades of WwTW and network upgrades would be subject to approval by the sewerage industry regulator (OFWAT). Where approval is not gained and upgrades are required before the next determination in Oct 2014, funding or contribution to the cost of the upgrade would be expected from the developer.

Issue V 11

Results of Parish Plan Surveys

Arkesden

30% wanted no more dwellings in the village
29% wanted development limited to small groups of 3-10 dwellings
24% wanted development limited to infilling

Ashdon

36% thought that there should be no further housing development

Types of acceptable development were (people were allowed to nominate more than one type of housing)

Growth Strategy Option 2c - Distribute all the development in villages around the District

26% single dwellings in individual plots
45% conversion of redundant agricultural buildings
30% small groups of mixed style housing.

Birchanger

69% generally opposed to development of any kind
25% accept that additional housing may be required but no more than 10% increase
81% against further industrial development

Hadstock

60% thought that number of houses should only increase by 10%
24% thought that no new houses should built
62% thought that the village development limit should not be expanded
30% thought that the village development limit should be expanded

Hatfield Heath

Preference for development of single dwellings or sites of less than 10 units.
50% in favour of more employment opportunities and 50% against.

Radwinter

14% were opposed to any new development
43% were opposed to any workshops/sheltered workshops and light industry.

Wimbish

29% thought development should be in small groups of 3-10 houses
27% thought development should be limited to infill sites of 1-2 units
31% thought that new housing should be provided through conversion of existing and redundant buildings
7% thought that there should be no more development

Sustainability Implications V 1

Potential Positive Impacts

- Potential to reduce development impacts on other sensitive areas.
- Splitting the development gives the potential to use existing services
- Villages are likely to have existing routes for walking and cycling based on the local road and footpath/bridleway network. However existing public

Growth Strategy Option 2c - Distribute all the development in villages around the District

transport is limited. Development would need to improve and expand these links to village facilities schools and recreational areas. The scale of development involved in each village is unlikely to make new bus routes viable or support service improvements.

- Potential to increase services and facilities for young people
- Potential to provide affordable housing.
- Potential to reduce inequalities between areas
- Potential for socially and environmentally responsible business growth to support expanding development although developments at each town and village will be smaller in scale than one large development
- Villages have limited shopping facilities which would receive additional support from the new development. It is unlikely that the scale of development would make new shops viable. Residents would still need to travel to nearby towns for a wider range of shops.
- Potential for development away from town centres resulting in less concentrated areas and less potential to generate areas of higher crime

Potential Negative Impacts

- Development will require village expansions using existing countryside to support the development. Although the impact is likely to be less than if development were located at one or a few sites.
- Potential for concentrated development to impact on areas of local biodiversity importance if not managed appropriately
- Potential to impact negatively on the existing historic environment and historic buildings and surroundings
- Potential for development to add to noise generated at multiple noisy environments where existing control measures may/may not be functional
- Potential to create hot spots for pollution and increase incidence of pollution incidents as a result of multiple developments although this may be to a lesser scale due to lack of associated facilities at proposed development areas
- Potential for developments to increase energy consumption. Settlements at smaller villages may require increased dependence on private car to access facilities at larger towns which will contribute to increased overall fuel consumption
- Potential for development to generate greater volumes of waste unless appropriate facilities are provided. In larger villages this may be supported by existing facilities
- Development will be located at small villages away from town centres - there is little or no capacity to integrate existing transport network
- There is no capacity to improve the existing public transport network however, increased demand for these services as a result of the development may facilitate future expansion

Growth Strategy Option 2c - Distribute all the development in villages around the District

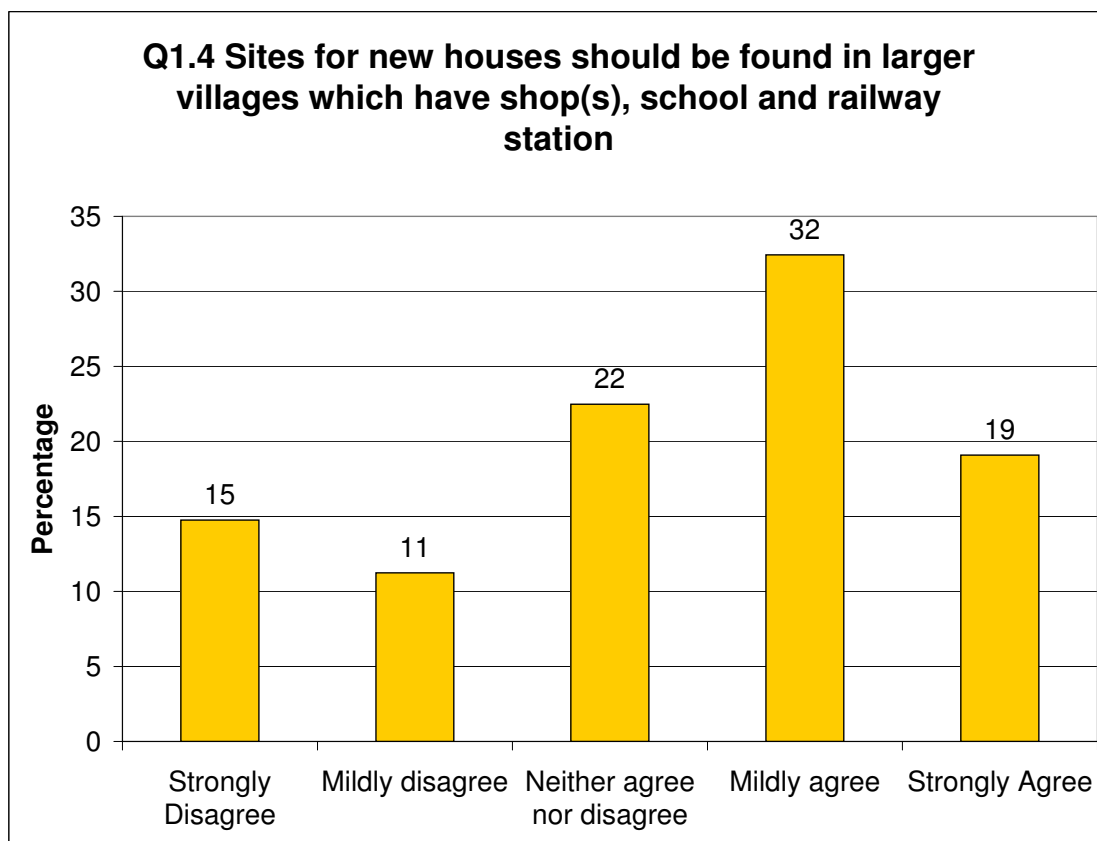
- There will be a need to travel to towns and larger villages for certain services and facilities which would increase use of private vehicles unless enough facilities are included in the development.
- Potential to increase capacity of existing facilities or place increased pressure on existing and surrounding facilities.
- Unless capacity is increased, existing healthcare, sports and cultural facilities would not support the development and residents would have to use services and facilities of nearby towns and larger villages. There is already a shortfall of playing space within existing towns and therefore new provision would be needed as part of the development
- Development at smaller villages may put pressure on existing services and facilities and expansion may be limited in some cases.
- Existing school facilities do not have the capacity to support increased population resulting from the development. Need for new schools will depend on distribution of houses between villages.
- Development at smaller villages may place increased pressure on existing and surrounding facilities and expansion may be limited in some cases.
- The development of smaller villages does not support the vitality of existing shopping centres
- Potential to create conflict and inequalities between villages

Uncertain Impacts

- Development would need to avoid areas subject to flooding and would need to control the rates of runoff the prevent flooding elsewhere.
- Potential to place additional strain on villages without the capacity to support additional development (Option 2C(i) only)

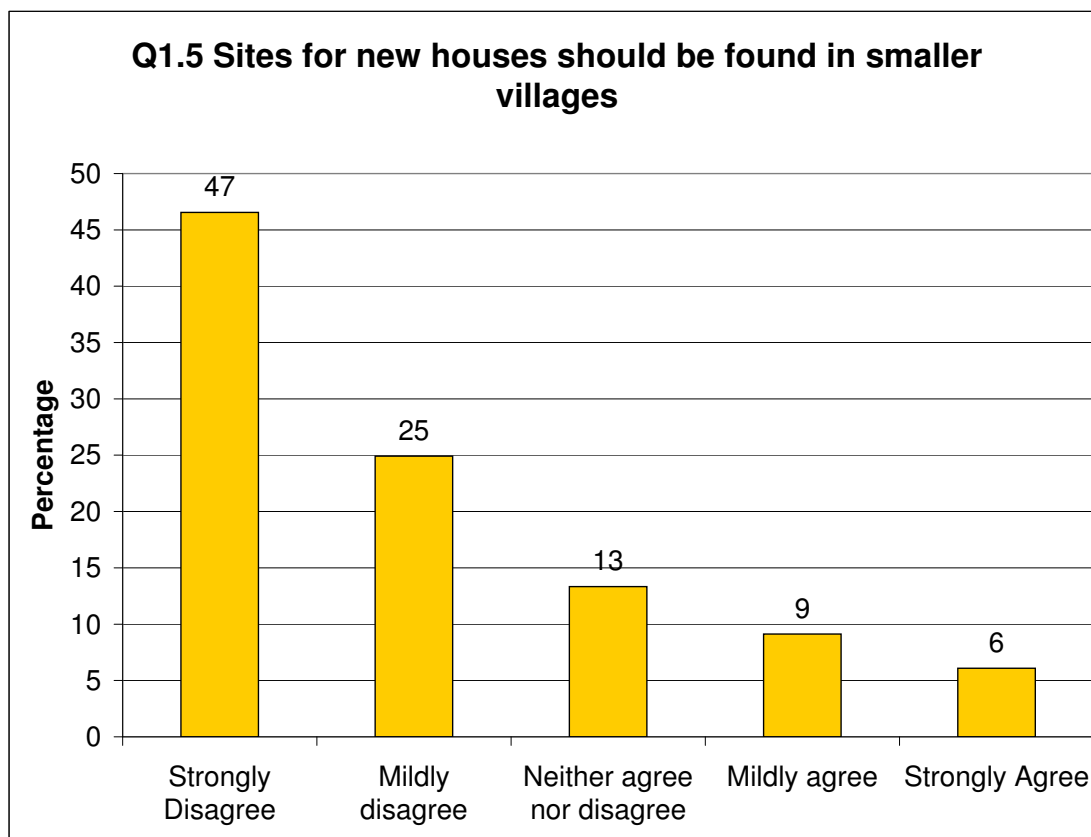
Growth Strategy Option 2c - Distribute all the development in villages around the District

Consultation Responses



Picture 15.1 Sites for new housing should be found by in larger villages which have shops school and railway station

Growth Strategy Option 2c - Distribute all the development in villages around the District



Picture 15.2 Sites for new housing should be found in smaller villages

Assessment

15.3 This option would be contrary to the policies of the Draft East of England Regional Plan.

15.4 This option poses difficulties in demonstrating clearly how the housing requirement would be met because if sites do not come forward the Council would not be delivering the required supply of housing.

15.5 Because of the rural nature of Uttlesford it is unlikely that the level of growth required could be provided in this way without seriously affecting the character of some of the villages. Splitting the development across a large number of settlements would make infrastructure investment such as on schools and waste water treatment difficult and expensive

Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

16 Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

16.1 This would involve Greenfield extensions to existing commitments at Oakwood Park, Priors Green and Woodlands Park and on the edge of Great Dunmow and Bishops Stortford with strategic employment sites close to Stansted Airport

16.2 390 houses are still to be built at Oakwood Park, Little Dunmow; 1030 at Woodlands Park, Great Dunmow; and 815 at Priors Green. Developers have expressed an interest to extend these sites and also for an employment site at Little Canfield. Other sites in Great Dunmow which developers have expressed an interest in are to the south near Ongar Road, to the east, on land to the east and west of St Edmunds Lane, and land between Braintree Road and B1256.

Issue A120. 1

Transport

Great Dunmow and Bishops Stortford have existing routes for walking and cycling. Development on the edge of these settlements would need to include links to the town centres, schools and leisure facilities. Oakwood Park and Priors Green have limited routes for walking and cycling built into the development. Opportunity exists to improve this and develop links to the Flitch way. There is an existing hourly bus service linking these settlements to Braintree and Stansted Airport which could be extended. There is no direct access to the West Anglia rail corridor.

Issue A120. 2

Traffic

Development would be able to connect into main highway network. Essex County Council research indicates that if no measures are implemented the A120 will be congested by 2021 and therefore traffic management measures would need to be implemented.

Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

Issue A120. 3

Employment

There is potential for a mixed use development as a Greenfield urban extension to Great Dunmow and it would be possible to include an element of employment development within an extension to Priors Green and Oakwood Park. Such development would draw labour from a wider catchment but there are reasonable public transport links which could be improved. It is likely that most new residents will travel to Great Dunmow, Stansted Airport and other employment centres for work. A strategic employment site would need to have access to the Dunmow West junction of the A120.

Issue A120. 4

Schools

Secondary Schools: These sites fall within the catchment for Helena Romanes School which is expected to exceed capacity by 2010 and Mountfitchet Mathematics & Computing College which is expected to be at capacity by 2010. Limited expansion is possible at Helena Romanes School and there is more potential for expansion at Mountfitchet College. Secondary school transport costs would need to be found in relation to Oakwood Park and Prior's Green.

Primary Schools: New primary schools have been/are being provided at Woodlands Park, Priors Green and Oakwood Park based on existing development plans. Expanding these sites to accommodate the additional development may be difficult. The new primary provision at Woodlands Park is already at capacity and therefore any expansion of the development would need to provide a new school. Schooling at Priors Green needs to take into account future noise contours of Stansted Airport. The ability to expand the planned school at Oakwood Park for further development would depend on the final size of the currently permitted development which is under discussion at appeal. At least 700 houses would be needed to make a new village school of one form per year viable.

If the capacity of existing primary or secondary schools is to be increased developer contributions will be sought for building and establishment costs. Where additional land is needed the developers would be expected to provide, for free, the land for a new secondary and primary school(s) or sufficient funding to acquire it as well as the cost of the school places generated by the development. The cost of additional schooling will be calculated using the Essex

Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

County Council adopted Supplementary Planning Guidance on Schools Contributions from Residential Development or its replacement Supplementary Planning Document.

Issue A120. 5

Shops

Small village centres are being provided as part of the Oakwood Park and Priors Green Development. Additional residential development will support these shops and may lead to the creation of new shops. Residents would still need to travel to nearby towns for a wider range of shops. Additional development at Great Dunmow would support existing town centre shops. However, there is limited opportunity for new shops to be built within the town centre which may lead to pressure for new shops on the edge of town or expansion of edge of town supermarkets.

Issue A120. 6

Services and Facilities

Limited community facilities are being provided as part of the Oakwood Park and Priors Green Development. Additional residential development will support these and may lead to the creation of new facilities. The additional population would support existing services and facilities at Great Dunmow and Bishops Stortford but may lead to demand for additional services and facilities.

The planned developments at Priors Green, Woodlands Park and Oakwood Park have play space built into the developments. Any extension to these sites would require additional play space to be provided.

There are doctor's surgeries at Great Dunmow (2) and Felsted, none of which have spare capacity for a significant increase in registered patients.

Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

Issue A120. 7

Landscape

Development which would lie in the river valleys such as at Oakwood Park and north of Woodlands Park would have a high sensitivity to change and those on the farmland plateaux such as at Priors Green would have a moderate to high sensitivity to change.

Issue A120. 8

Biodiversity

High Wood Site of Special Scientific Interest lies to the west of Great Dunmow. The Flitch Way Linear Country Park and Local Wildlife Site runs parallel to the B1256. Any development would need to take into account any ancient woodland and local wildlife sites. Landscape elements such as hedgerows and water features may be of local importance to biodiversity and would need to be incorporated and improved in any development scheme.

Issue A120. 9

Historic Environment

Development would not have a direct impact on conservation areas or concentration of listed buildings. Development would need to take into account the impact on any archaeological sites and protected lanes.

Issue A120. 10

Flooding & Sewage Treatment

Development would need to avoid the floodplain and would need to control the rates of runoff to prevent flooding.

Waste water Treatment Works exist at Felsted, Great Dunmow, Takeley and south east of Bishops Stortford. A dispersal strategy would spread the water being discharged between the River Chelmer, Pincey Brook and River Stort. Additional development at Priors Green would be able to link into the planned

Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

improvements to the current pumping station at Canfield. In comparison with an upgrade at a single works it would be costly and take a longer time per dwelling to upgrade a number of works. Funding for upgrades of treatment works and network upgrades would be subject to approval by the sewerage industry regulator (OFWAT). Where approval is not gained and upgrades are required before the next financial determination, funding or contribution to the cost of the upgrade would be expected from the developer.

Sustainability Implications A120. 1

Potential Positive Impacts

- Potential to reduce development issues on other sensitive areas.
- Development would not have a direct impact on conservation areas or concentration of listed buildings. Development would need to assess the impact on any archaeological sites and protected lanes
- Potential to encourage use of existing walking and cycling routes and may require links between peripheral developments and surrounding town and village centres, facilities etc
- Potential to improve the existing bus service: however there are no lines to the West Anglia Railway
- Potential for development away from town centres resulting in less concentrated areas and less potential to generate areas of higher crime
- Potential to increase services and facilities for young people by expanding existing facilities at development sites
- Provide affordable housing
- Reduce inequalities between areas
- Potential to use existing school facilities
- Potential for socially and environmentally responsible business growth to support expanding development although developments at each village will be smaller in scale.
- Additional residential development will support shops proposed in earlier developments and may lead to the creation of new shops but residents would need still to travel to nearby towns. Additional development at Great Dunmow would support existing town centre shops. There is limited opportunity for new shops to be built within the town centre which may lead to pressure for new shops on the edge of the town or expansion of edge of town supermarkets.

Potential Negative Impacts

- Development will require large greenfield urban expansion and will use existing countryside to support the development

Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

- Potential for concentrated development to impact on areas of local biodiversity importance if not managed appropriately
- Potential for development to add to the noise generated at multiple noisy environments where existing control measures may/ may not be functional
- Potential to create hot spots for pollution and to increase the incidence of pollution or pollution incidents.
- Potential for development to increase energy consumption and reduce opportunities to future utilisation of natural resources at greenfield sites. Settlements at smaller villages may require increase dependence on private car to access facilities at larger towns which will contribute to increased overall fuel consumption
- Potential for development to generate greater volumes of waste unless appropriate facilities are provided
- Development will be located at small villages away from town centres. There is little or no capacity to integrate existing transport network
- Development will require travel to towns and larger villages for certain services and facilities which would increase use of private vehicles unless sufficient facilities are included in the development.
- There are doctor's surgeries at Great Dunmow and Felsted, none of which have spare capacity for a significant increase in registered patients.
- Existing facilities would not support the development and residents would have to use services and facilities of nearby towns and larger villages. There is already a shortfall of playing spaces within existing towns and therefore new provision would need to be included as part of the development.
- Development at smaller villages may place pressure on existing services and facilities and expansion may be limited in some cases
- Schools in the district do not have the capacity to support the increased population resulting from the development. The need for new schools would depend on the distribution of houses between settlements.
- The development of smaller villages does not support the vitality of existing town centres.

Uncertain Impacts

- Development would need to avoid areas subject to flooding and would need to control the rates of runoff to prevent flooding elsewhere

Consultation Responses

16.3 The Council did not ask a particular question about this option.

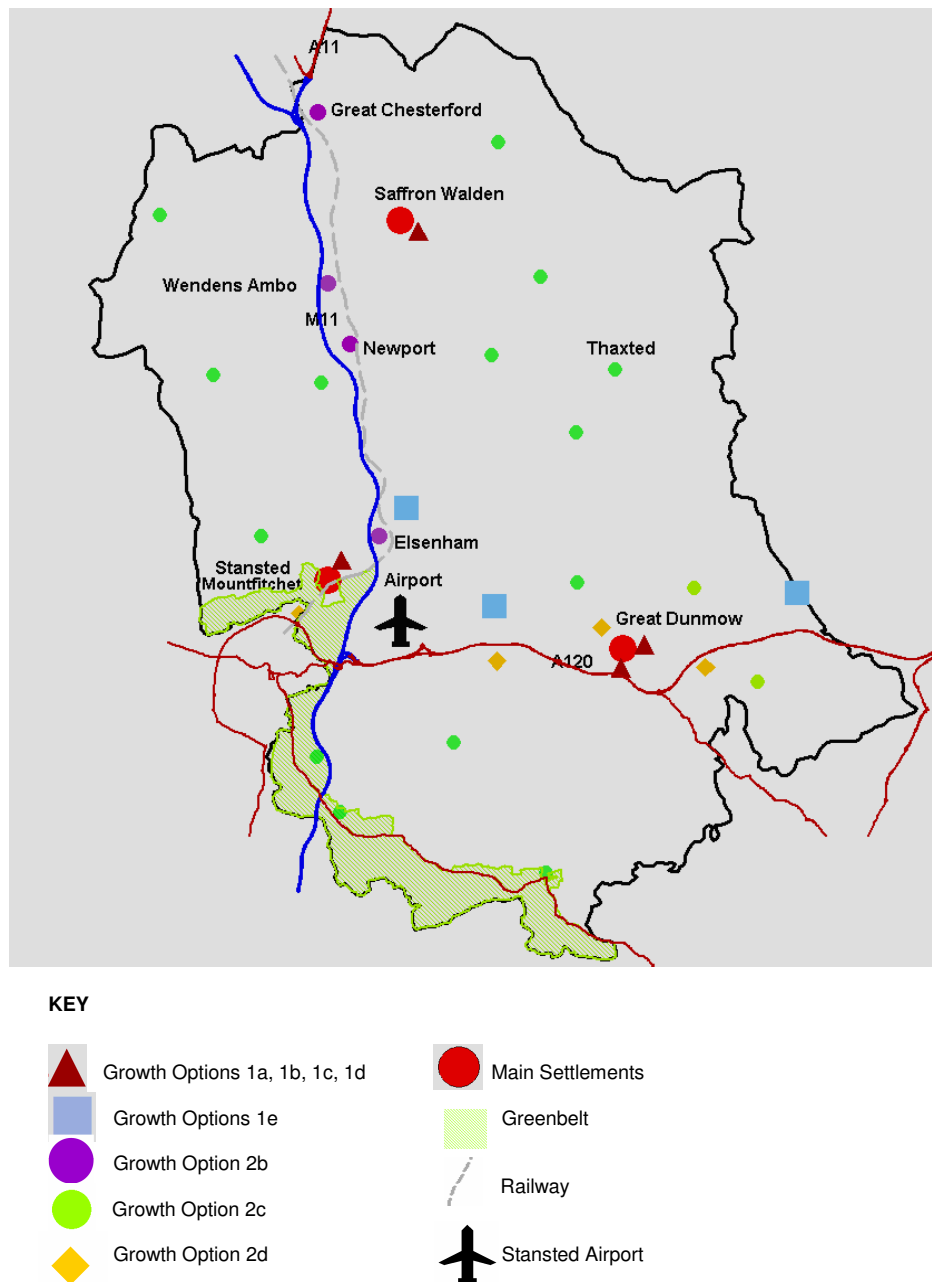
Growth Strategy Option 2d - Distribute development along the A120 corridor and at Great Dunmow

Assessment

16.4 This option, of spreading development in settlements along the A120 corridor is likely to meet the strategic objectives because of the links to the road network and public transport routes. However, splitting the development across a number of settlements would make infrastructure investment such as on schools and waste water treatment difficult and expensive

17 Key Diagram

Core Strategy Issues and Options
Key Diagram



Picture 17.1 Key Diagram