

Uttlesford District Council

Infrastructure Delivery Plan

Report to support the

Uttlesford Local Plan

Regulation 19 Consultation

Final report
Prepared by LUC
July 2024



Uttlesford District Council

Infrastructure Delivery Plan
 Report to support the Submission Local Plan
 Regulation 19 Consultation

Project Number
 11539

Version	Status	Prepared	Checked	Approved	Date
1.	Draft	O. Price S. Newman H. Chen H. Briggs	S. Langer	P. Smith	03.06.2024
2.	Final	S. Langer	S. Langer	P. Smith	01.07.2024

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Executive summary

Planning for infrastructure is dynamic – the context changes constantly due to new evidence, changing priorities, changes to available funding streams and available technologies. As such any infrastructure report must be regarded as a ‘snapshot’ in time and that the infrastructure picture will continue to evolve after its publication.

Introduction

Uttlesford District Council’s Submission Local Plan sets out a spatial vision that ensures that residents continue to enjoy a high quality of life with a range of well-designed settlements that provide high quality services to residents and visitors. The Infrastructure Delivery Plan plays a vital role in realising this vision, as it sets out the infrastructure requirements of development proposed in the Submission Local Plan and a strategy for how this will be implemented in a timely manner.

Over the 20 year plan period, from 2021 to 2041, the Council is proposing to deliver a minimum of 14,377 new homes (including completions and commitments), up to 21.5 hectares of office land and up to 33 hectares of industrial land in and around some of the existing settlements. To better understand how the scale of development will affect infrastructure planning and delivery, the Council commissioned LUC and Navigus Planning to prepare an Infrastructure Delivery Plan (IDP) for the District. This IDP report has been prepared following engagement with infrastructure providers and is based upon the best available information at the time of publication.

Uttlesford is currently home to around 92,578 people¹, with a projected further increase to 107,507² by 2041 (a 16% increase). The proportion of people aged 65 and above is projected to grow the most over the plan period. The rise of people older than working age, as well as the dispersed nature of the existing population and development influences infrastructure provision and how people access facilities, particularly the primary healthcare service provision. The Submission Local Plan plays an important role in ensuring new development contributes positively to benefit the existing and future communities’ health and wellbeing.

Infrastructure context and summary of future provision



Transport and movement

Uttlesford is home to several strategically important transport services and links, including Stansted Airport, the M11 and A20 and West Anglia Mainline.

London Stansted Airport is one of the busiest airports in the UK, which has consent for expansion to cater for 43 million passengers a year (from the current 35 million) and plays an important role in freight and cargo transport movements. The airport creates significant economic and employment opportunities for the District and surrounding areas. The airport acts as a successful regional and local transport interchange for bus, coach and train services to provide access to a range of destinations in the UK. The airport also performs a vital local function as a multi modal transport hub. It is important that the airport provides and strengthens the choice modes of transport for those persons using the airport, and the community that would wish to access the airport and take advantage of the excellent public transport, including providing active travel links to existing and future locations of employment. The submission local plan includes infrastructure proposals to create connections for public transport and active travel to existing settlements and future locations of development.

The District has a dispersed settlement pattern, with a network of relatively small settlements. The need to travel between settlements to access a range of services and employment opportunities, combined with an infrequent public transport service, results in higher levels of car ownership and use compared to the national average.

The proposed strategic allocations are at locations which will facilitate more sustainable travel choices – through located new growth in areas which are already served by (or have the potential to be served by) facilities, services and employment opportunities. The infrastructure proposed includes new walking, cycling and public transport facilities to significantly improve the ability for people to use these travel modes compared to the present situation. These are in line with the Local Cycling, Walking Infrastructure Plan (LCWIP) which is being developed for the District. Localised highway improvements are also included where appropriate to maintain appropriate capacity of the national highway and local transport networks.



Education

Uttlesford has 41 primary schools and four secondary schools. New homes will create additional demand for early years and school places and it is an aspiration that new education capacity is provided in locations as near as possible to where pupils live to enable high levels of walking and use of active modes to travel to school. To ensure that education places meet needs generated by future development, Uttlesford District Council will continue to work collaboratively with Essex County Council and other neighbouring authorities to provide new or expanded facilities where appropriate, including high quality multi-purpose and functional use school playing fields.

New early years provision to accommodate the needs of new development is proposed as follows:

- At Saffron Walden at Land South of Radwinter Road and Land South of Thaxted Road. This will include sufficient capacity for the relocation of the nursery from Saffron Walden County High School to allow for expansion of secondary facilities;
- At Stansted Mountfitchet at the committed site within Walpole Meadows;
- At Elsenham associated with new primary school provision;
- At Great Dunmow within one of the proposed strategic allocation sites;
- At Takeley associated with new primary school provision;

New primary schools to accommodate the additional pupils who will move into the homes provided at the proposed strategic allocations are proposed as follows:

- At Saffron Walden (either on sites already committed or within the new allocation at Land South of Radwinter Road);
- At Elsenham using land secured through existing commitments and within the proposed strategic allocation there. This will also serve development in Stansted Mountfitchet;
- At Takeley within the new proposed strategic allocation, to be co-located with early years, secondary and Post-16 provision.

At Great Dunmow, new primary school provision will be provided through the relocation of Helena Romanes and either through expansion of existing schools or new schools coming forward to serve existing commitments.

Expanded secondary school provision is proposed at:

- Saffron Walden – through expansion of Saffron Walden County High School within the site (requires relocation of the in situ nursery). This also includes expansion of Post-16 provision;
- Newport at Joyce Frankland;
- Stansted Mountfitchet – through expansion of Forest Hall school.

New secondary and Post-16 provision is proposed at Takeley within the proposed strategic allocation.

The requirements in terms of Special Education Needs Provision are pending Essex County Council's sufficiency strategy which is currently being prepared.

Green infrastructure, open space and sports

In terms of access to green and blue infrastructure, Uttlesford has a diverse, high-quality landscape with numerous natural assets. As Uttlesford's population increases, there will be further pressure on the existing green and blue infrastructure (particularly Hatfield Forest).

The submission local plan includes policies and infrastructure proposals which will preserve and expand the existing green and blue infrastructure network and enhance public access. Specific improvements have been developed through the district-wide green and blue infrastructure strategy and key improvements include improving river corridors, improving footpaths and cycle routes and town greening.

The proposed strategic allocations will provide mixed typology open spaces in accordance with the policies of the submission local plan and open space evidence prepared to support it. This includes multifunctional amenity greenspace, sports pitches, food growing opportunities, natural greenspace, play space and parks and gardens.

As set out above, Hatfield Forest is a key green infrastructure site within Uttlesford and is subject to recreational pressure. A Zone of Influence around this has been identified, which covers Takeley, Great Dunmow and Stansted Mountfitchet. The provision of suitable alternative natural greenspace will be required for the proposed strategic allocations falling within these settlements. This will be achieved by delivering open space for new development to the appropriate standard. In addition the existing framework of development contributions to improvements at Hatfield Forest will continue alongside these.

New development will also increase the need for sports facilities, which are typically made up of built facilities such as leisure centres and playing pitches. An assessment of built facilities has been undertaken to support the Submission Local Plan. The key outcomes of this are to improve and expand existing built facilities and provide additional hall space equivalent to one



court, which could be provided within a new community building, and 0.78 of a swimming pool. For playing pitches, a district-wide assessment has also been undertaken. This sets out that new playing pitches are required within development sites in Saffron Walden, Great Dunmow and Takeley, with improvements to existing facilities needed in Stansted Mountfitchet and Elsenham.



Health and social wellbeing

Primary healthcare provision is organisationally divided into north and south parts of the District, with capacity in the southern part being under greatest strain. The site for a new facility has been secured from committed development in Felsted which will help to address this pressure however will not provide for the proposed strategic allocations. Proposals for new facilities to meet the needs of the growth proposed in the local plan are as follows:

- In Saffron Walden, the relocation of the Gold Street Surgery into the Uttlesford District Council Offices;
- In Great Dunmow, the provision of a new primary healthcare facility within the proposed strategic allocations;
- In Takeley, the provision of a new primary healthcare facility at either a site secured from the Warish Hall Farm Site, or within the proposed strategic residential allocation;
- In Stansted Mountfitchet, expansion of Stansted GP Practice.

In terms of hospital provision the Alexandra Hospital in Bishops Stortford is being rebuilt as a new larger facility which is likely to serve parts of Uttlesford District.



Utilities

The water companies which supply water to Uttlesford are developing several strategic options to increase water supply in future, including new reservoirs, pipelines and water transfers using canals and rivers. These are expected to be able to accommodate the needs of development in Uttlesford on the whole, whilst local connections will be required to serve development.

With regard to water treatment, local connections will be required into the sewerage system with potential connection from Takeley development into Bishops Stortford water recycling centre.

For telecoms and broadband, due to the rural nature of the District, access to high-speed internet is typically below the UK average. Proposals co-ordinated by Superfast Essex are in place to help remedy this. New homes and premises will be supplied with high-speed internet infrastructure in accordance with wider Government ambitions and support Smart technologies.

In relation to electricity supply, solar farms and smaller generation sources on homes and other premises have given rise to the need for electricity distributors to invest in more dynamic grid infrastructure to support this. The role of gas is beginning to reduce, which is also increasing demand on the electricity network. Key infrastructure to support the proposed strategic allocations is as follows:

- In Great Dunmow, network reinforcement through provision of additional circuits;
- In Saffron Walden, network reinforcement through an additional connection to Saffron Walden Primary substation;
- At Takeley, Network reinforcement through the provision of a new primary substation and associated connections;
- Localised connections at Stansted Mountfitchet and Elsenham.



Waste management

Saffron Walden Recycling Centre, the only such facility located in Uttlesford, is understood to be operating at or very near to capacity. Uttlesford residents have access to facilities outside the District, particularly in Braintree, Chelmsford and Harlow. The Waste Transfer station at Chelmsford Road, Great Dunmow has temporarily been redesignated as a highways depot, however may need to be remobilised as a Waste Transfer Station. The Waste Local Plan for Essex also sets out allocations for inert waste recycling facilities at Little Canfield, in Elsenham and at Newport Quarry.



Flooding and Drainage

Several locations in Uttlesford are known to experience surface water flooding and watercourses in the District are also a source of flood risk. In accordance with the draft policies of the Submission Local Plan, development will focus on mitigating potential fluvial and surface water flooding through sustainable drainage systems.



Community

There are currently 54 community halls in Uttlesford, equivalent to one per 1,471 persons. New community halls which can be integrated with other services such as sports provision, youth provision and police community liaison are anticipated to come forward in large development areas, specifically within the proposed strategic allocations at Saffron Walden, Great Dunmow and Takeley.

Extension or remodelling of library facilities is also anticipated to be required in response to increasing demands arising from new development.



Emergency Services

The Ambulance, Fire and Police services are all organised over larger areas covering the wider sub region. Additional homes in the District will lead to increased pressure on these services, and sensitive development design measures can help to ensure that this pressure is less than it would otherwise be.

Provision for policing will relate to the suitability of design of new developments to help reduce opportunities for crime. In addition, automatic number plate recognition cameras, police car charging stations and community spaces to facilitate community liaison should be provided within new developments.

In relation to fire and rescue, new development are required to have fire hydrants at suitable points and consider access requirements.

For ambulance provision, increased operational capacity proportionate to the needs arising from new development is to be delivered including potentially:

- Upgrading / refurbishment of existing premises, or redevelopment/relocation of existing ambulance stations to a more suitable location to meet the increased local demand;
- Provision of additional medical pharmacy & IT equipment & digital software to manage the increased number of incidents;
- An increase in the number & type of ambulances;

The above are to be considered as development proposals are submitted in light of the ambulance estate at the time.

Infrastructure funding is critical to support Uttlesford's future development. It is important to note that there are often funding sources which will come forward to support development as it progresses towards the application stage. Whilst developer contributions are likely to be the main source of funding for many of the infrastructure projects identified, there are others such as government grants and loans, support from the UK Infrastructure Bank, local government borrowing and in some cases (for example broadband, indoor sports provision and pharmacies), private company funding based on business models. A mix of funding sources will be required to deliver the infrastructure set out in this report.

Chapter 1

Introduction

This chapter sets out the purpose and structure of this report and the overall approach to assessment and summarises national policy for infrastructure planning.

Purpose of this report

1.1 Uttlesford District Council commissioned LUC and Navigus Planning to prepare an Infrastructure Delivery Plan (IDP) to support the Council's emerging Local Plan, which is at the Regulation 19 Publication stage. The Submission Local Plan sets out the amount of housing and employment development, together with supporting infrastructure required in Uttlesford over the plan period, between 2021 and 2041.

1.2 Based on literature review and engagement with infrastructure and service providers, this document describes the existing infrastructure provision in Uttlesford and identifies the key infrastructure required to support the proposed growth. The IDP is a key part of the evidence base which supports the consultation on the Submission Local Plan Publication.

1.3 The IDP is made up of two main elements; this written report and the infrastructure schedule, which is presented in **Appendix C**. Together these set out the infrastructure currently planned to support the scale of development proposed in the emerging Local Plan. The infrastructure schedule sets out the type, location, relevant growth areas, priority, phasing, costs and funding sources for each infrastructure scheme where this information is known.

Structure of this report

1.4 Chapter One (this chapter) sets out the structure of this report, the scope of the IDP, how it has been prepared in accordance with national planning policy and guidance and the methodology employed in its development. The following sections of the report are structured as follows.

1.5 Chapter Two sets out the development context of Uttlesford, including a review of planned development and strategic infrastructure proposals in the surrounding areas.

1.6 Chapter Three sets out the infrastructure baseline and key infrastructure planning matters likely to arise as a result of the potential development sites included in the Council's draft Local Plan consultation.

1.7 Chapter Four provides a review of infrastructure funding opportunities.

1.8 Chapter Five provides a summary of the report and conclusions.

1.9 Appendix A includes a settlement-based facilities assessment undertaken by Uttlesford District Council.

1.10 Appendix B includes a table of the proposed strategic allocations which have been included in the Regulation 19 Submission Local Plan and used to inform this report.

1.11 Appendix C includes the infrastructure schedule (as described in **Chapter 1**: scope of this assessment).

1.12 Appendix D includes figures showing the current provision of infrastructure within Uttlesford.

National policy and guidance

National policy

1.13 The National Planning Policy Framework (NPPF)³ sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to describe what this means in terms of plan making, setting out that all plans should "*promote a sustainable pattern of development that seeks to: meet the development needs of their area; **align growth and infrastructure**; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects*"; (our emphasis in bold text).

1.14 Further to this, the NPPF states at paragraph 20 that local planning authorities should include strategic policies which make sufficient provision for:

"b) **infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)**;

c) **community facilities (such as health, education and cultural infrastructure)**.

d) **conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.**" (our emphasis in bold text).

National Guidance

1.15 Further advice is contained in the National Planning Practice Guidance (NPPG):

1.16 "At an early stage in the plan-making process strategic policy-making authorities will need to work alongside infrastructure providers, service delivery organisations, other strategic bodies such as Local Enterprise Partnerships, developers, landowners and site promoters. A collaborative approach is expected to be taken to identifying infrastructure deficits and requirements, and opportunities for addressing them. In doing so they will need to:

- assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Where deficiencies are identified, policies should set out how those deficiencies will be addressed; and
- take account of the need for strategic infrastructure, including nationally significant infrastructure, within their areas"⁴.

1.17 This IDP brings together the key infrastructure baseline in relation to all the relevant matters set out in the paragraphs of the NPPF and NPPG quoted above. As the emerging Uttlesford Local Plan develops and spatial options are eventually determined, this IDP will be further developed to consider the infrastructure needs of proposed growth, how these will be delivered and by when.

Scope of this assessment

1.18 The assessment covers the following types of infrastructure:



Transport and movement

Including road, rail, bus, air, walking and cycling



Education

Including early years and childcare, schools (primary and secondary, further and higher education)



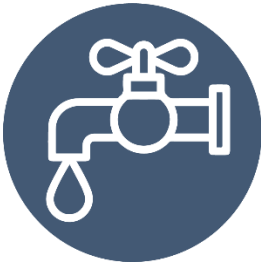
Green infrastructure, open space and sports

Including all areas of green infrastructure such as nature reserves, green routes, ancient woodlands, open spaces (including amenity green spaces, play parks) as well as indoor and outdoor sports provision



Health and social wellbeing

Including healthcare such as GPs, hospitals, social care and other health centres



Utilities

Electricity, Gas, Water supply and treatment as well as telecommunications including broadband



Waste management

Including collection and disposal



Flooding and Drainage

Including flood mitigation measures and surface water drainage infrastructure



Community

Including libraries, community and youth centres and burial provision



Emergency Services

Including Ambulance, Fire and Police

Methodology

1.19 An IDP report was produced in October 2023 to support the Regulation 18 consultation on the emerging Uttlesford Local Plan. This was informed by literature review, two virtually held infrastructure workshops with infrastructure providers (in Summer 2021) and subsequent direct engagement via calls, meetings and emails with stakeholders on a regular basis up to Autumn 2023, at which point the Regulation 18 Consultation for the Submission Local Plan was undertaken. A detailed Settlement Services and Facilities assessment undertaken by Uttlesford District Council was presented in **Appendix A** to the previous IDP. An updated version of this report is also provided within this Report (also at **Appendix A**).

1.20 In preparing this updated IDP, responses from infrastructure providers to the Regulation 18 Submission Local Plan consultation were reviewed and taken into account, and further direct consultation and engagement with infrastructure providers via emails and virtual meetings was undertaken in 2024 until the time of publication.

1.21 The infrastructure required for proposed development is set out in the schedule in **Appendix C**. The infrastructure schedule sets out the type, location, relevant growth areas, priority, phasing, costs and funding sources for each item of infrastructure where this information is known. The definition used to define priority categories for infrastructure is set out below:

- **Essential Infrastructure** is infrastructure which is required to make development happen in a timely and sustainable manner. Such infrastructure is therefore needed to ensure that impacts of development are mitigated, and that new development comes forward with necessary supporting facilities. Not investing in this

infrastructure may well result in delays to development coming forward. Examples of essential infrastructure associated with developments are roads, public transport improvements, schools, and foul water upgrades;

- **Important for placemaking** is infrastructure which is important to help create a place which serves the needs of the population in general, but the need for which is not specifically related to an individual development site coming forward.

Supporting the Uttlesford Submission Local Plan publication version (Regulation 19)

1.22 This document supports the Local Plan publication under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012⁵. It sets out the existing infrastructure baseline in Uttlesford District and the proposed infrastructure which is currently planned to support the development needs of the Submission Local Plan period (2021 to 2041) and, where necessary, beyond.

1.23 It is important to note that planning for infrastructure is dynamic – the context changes constantly due to new evidence, changing priorities, changes to available funding streams and available technologies. As such this report must be regarded as a ‘snapshot’ in time, and the infrastructure picture will continue to evolve after its publication.

Chapter 2

The Uttlesford IDP Context

This chapter outlines the infrastructure planning context of Uttlesford, including a summary of the emerging development strategy and a strategic overview of proposals in surrounding areas, including growth ambitions and key cross-border infrastructure projects.

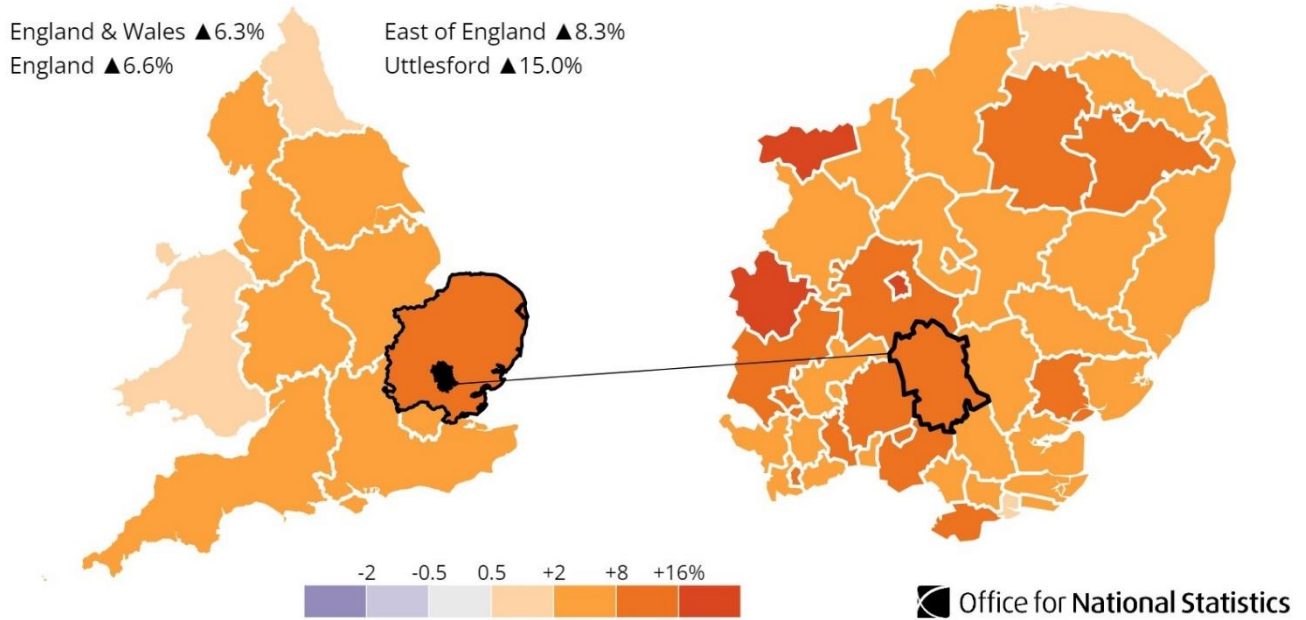
Uttlesford context

Population

2.1 Based on the data from the Office for National Statistics⁶, Uttlesford had a population of around 92,578 persons, 47,207 of which are female (51%) and 45,371 male (49%) in 2023. There was an overall population increase of 11,857 people equalling a population rise of 14.6% across the period from 2011 to 2023. Recent increases in population were greater than the average across the whole of England and Wales as well as the East of England over the same period (see **Figure 2.1** below).

Figure 2.1: Population change in Uttlesford between 2011 and 2021 (ONS)⁷

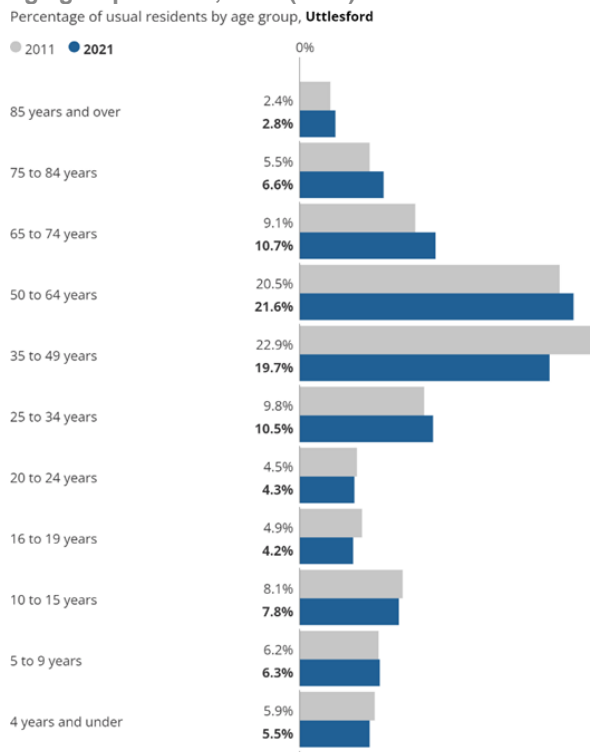
Population change in Uttlesford: Census 2011 to Census 2021



2.2 Based on the household projections for England⁸, the projected population for Uttlesford in 2041 is expected to grow to 107,507. This represents an approximate 16% increase in population from 2023 to 2041. Uttlesford’s population is therefore expected to continue to grow, albeit at a much slower rate than has been the case in recent years.

2.3 The percentage of people aged 65 years and over accounted for 20% of the total Uttlesford population in 2021. Across the ten-year period from 2011 to 2021, this group also gained the highest increase of population compared to other age groups. The proportion of older people is expected to continue to increase over the next 20 years. It is expected that over the period 2023-2041 there will be a 41% increase in the population aged 65 and over.

Figure 2.2: Uttlesford, percentage of usual residents by age group in 2011, 2021 (ONS)



Source: Office for National Statistics – 2011 Census and Census 2021

2.4 Uttlesford has a lower population density (142 residents per square kilometre⁹), compared to the whole of England and Wales. Based on the current proposed growth levels, it is unlikely that the population density will change significantly in most of the existing settlements over the next 20 years, compared to other settlements in England and Wales.

Deprivation

2.5 According to the English Indices of Deprivation 2019¹⁰, Uttlesford District is the least deprived local authority in Essex. The District ranks 297 out of 317 local authority areas nationally, meaning that it continues to fall in the upper 10% least deprived Lower Tier Authorities nationally along with Brentwood and Rochford. 5.7% of Lower-Layer Super Output Areas (LSOAs)¹ in Uttlesford are in the top 20% least deprived LSOAs nationally, which is higher than the Essex average of 25.8%. The District continues to rank within the top 40% or higher in all domains, except for Barriers to Housing and Services, placing it in the 10% least deprived areas nationally. As of 2019, no residents in Uttlesford live in the 20% most deprived areas, a trend which has been consistent since 2007. Despite this, the amount of people living in the least deprived areas has significantly decreased since 2007. 78% of residents in Uttlesford lived in the least deprived quartile in 2007, dropping to 44.8% in 2019¹¹.

2.6 The Sustainability Appraisal produced in support of the Regulation 18 local plan consultation identified that rural deprivation is likely to be an issue to some extent in the more deeply rural parts of the District, particularly the area around Thaxted that is most distant from the main transport corridors.

Economy

2.7 49,300 people in Uttlesford are economically active. The majority of these are employees, rather than being self-employed¹². Of the economically active persons, approximately 67% work full time.

2.8 Educational attainment remains generally above the national averages, with 55.5% of people achieving NVQ4 qualifications in 2021, compared to the regional average (39.6%) and the UK (43.6%)¹³.

2.9 The largest employment sectors in Uttlesford are Transportation and Storage (20.9%), followed by Wholesale and Retail Trade; Repair of Motor Vehicles and Motorcycles (11.6%) and Professional, Scientific and Technical Activities (9.3%) and Administrative and Support Service Activities (9.3%).

2.10 Of those residents of working age in Uttlesford, 1.8% are claiming out of work benefits, which is lower than both the averages for the East of England (3%) and the United Kingdom (3.7%)¹⁴.

2.11 Stansted Airport is one of England's busiest airports and is the single largest employer in the East of England. The airport gained planning permission (at appeal) in 2021 to expand from 35 Million Passengers Per Annum (MPPA) to 43MPPA, along with associated improvements to the road infrastructure and sustainable transport obligations. The expectation is that expansion will deliver 5,000 new jobs and see the airport's economic contribution double to £2 billion annually.

Settlement pattern

2.12 Uttlesford is a predominantly rural area with a dispersed settlement pattern. In accordance with Census 2021¹⁵, Saffron Walden is the largest settlement in the District, with a population of 16,613. The next most populated settlements are Great Dunmow (10,396 residents) Stansted Mountfitchet (8,621 residents) and Takeley (5,545 residents). As set out above under the 'economy' heading, Stansted Airport is located in the southwest of the District. The Airport is of local, regional and international significance, and not only provides public transport opportunities but also plays an important role for both local and regional employment.

2.13 The dispersed nature of the existing population and development in Uttlesford influences infrastructure provision and how people access facilities. Many settlements do not have the critical mass to sustain many facilities, and this is evidenced from the facilities assessment undertaken by Uttlesford District Council (see **Appendix A**). The implications of this are that many people must travel outside the settlements where they live to access services, facilities and employment opportunities. Due to the rural and dispersed nature of Uttlesford and the current infrastructure provision, the quickest and most convenient way to do this currently is by private car. The District has the highest car ownership in Essex; 38% of households own 2+ cars¹⁶.

2.14 To help address the climate emergency, the focus must be shifted away from the private car to more active and sustainable modes of travel. The Council has commissioned new evidence studies, including a district-wide Local Cycling and Walking Infrastructure Plan which will potentially unlock new funding opportunities and join up links between neighbouring authorities. Additionally, the core policy on Active Travel- Walking and Cycling (Core Policy 28) sets out that developers will be expected to enable and contribute

¹ Lower-Layer Super Output Areas (LSOAs) are a standard statistical geography designed to be of a similar population size.

towards improvements and delivery of local and strategic active travel routes and links.

2.15 Reducing the need to travel through alignment of growth and infrastructure and employment opportunities, and provision of higher internet speeds is strongly recommended. For the journeys that must be made, switching to more sustainable modes will be key. Within the larger settlements and those along the A120 and near Stansted Airport, public transport has the greatest potential to deliver this shift. In the smaller settlements, cycling, particularly with the use of e-bikes, is likely to offer significant potential to achieve the switch to more sustainable modes.

2.16 Essex County Council also encourages opportunities to enhance and establish green infrastructure along sustainable transport and PRow /cycle networks, including the integration of nature focused SuDS; native hedgerows, tree and shrub planting; incidental 'play on the way' features / trails; informal sport (outdoor gym/fitness trails); and areas for seating to stop and rest. A key element of addressing the climate emergency is the provision of a nature recovery network, appropriate management of existing natural areas and provision of new green spaces.

2.17 In summary, focussing growth to settlements with existing facilities and services, plus a significant shift towards funding new public transport, creating improved opportunities for cycling including traffic free routes will help to ensure that new development does not exacerbate the unsustainable travel movements associated with the current settlement pattern. .

Strategic overview of growth in the surrounding areas and key cross border infrastructure projects

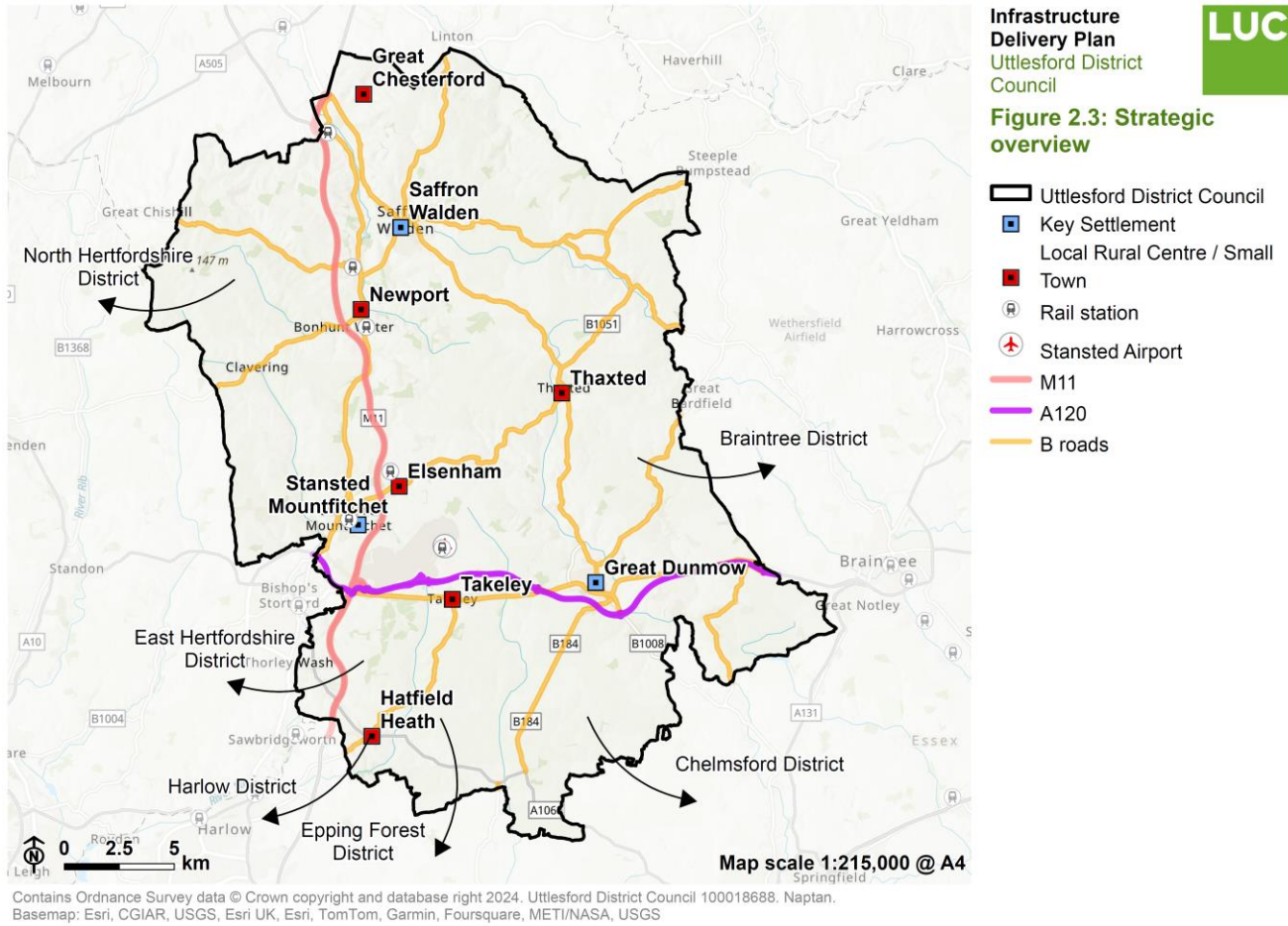
Surrounding context

2.18 Infrastructure capacity and requirements within Uttlesford will be affected by housing and economic growth in surrounding areas. Strategically, this includes:

- The influence and reach of the London City Region, especially along the London Stansted Cambridge Innovation corridor;
- The strategic 'Section One' Local Plan for the North Essex Authorities, setting out significant growth ambitions;
- The Southwest Herts Strategic Plan – a joint spatial plan covering Dacorum District, St Albans City and District, Three Rivers District and Watford Borough. The plan is currently at the stage where it has completed the milestone of setting a vision and principles to guide the content and work on the technical evidence. The next stage will be a consultation on options for the scale and pattern of future growth in the area. An update in March 2024 noted the digital place portrait had been published. This is an interactive map and dashboard that brings together lots of data in order to help people across South West Herts better understand the area and its social, economic and environmental characteristics. The plan will be informed by the Hertfordshire Infrastructure Planning Partnership – a partnership of planning/transport portfolio holders and heads of planning from the eleven councils in Hertfordshire as well as representation from the Herts Local Enterprise Partnership;
- Major developments planned in the Gilston area north of Harlow and major developments planned north of Bishop's Stortford;
- The Chelmsford Garden Community (CGC) is coming forward in the area northeast of Chelmsford and will deliver around 10,000 new homes and a range of facilities and infrastructure, including a new railway station, schools and open space.

2.19 Figure 2.3 shows the strategic context of Uttlesford District Council including the Key Settlements, Local Rural Centres / Small Towns and neighbouring authorities.

Figure 2.3: Uttlesford Strategic context



Growth in neighbouring councils

2.20 The neighbouring District Councils are at different stages of local plan preparation, with some councils having local plans which are more recently adopted than others. A summary of the neighbouring District Councils' local plans is provided in **Table 2.1**.

Table 2.1: Summary of growth requirements in surrounding districts

Local authority / relevant plan	Extant housing requirement	Emerging housing requirement (if there is an emerging plan)	Extant employment requirement	Emerging employment requirement (if there is an emerging plan)
Braintree District Local Plan 2033: Section 1 for North Essex was adopted on 22 nd February 2021 and Section 2 for Braintree District Council was adopted on 25 th July 2022 ¹⁷ . Plan period: 2013-2033.	14,320	N/A	Between 20.9 and 43.3 Hectares (Ha) of employment land	N/A
Emerging West Suffolk Local Plan ¹⁸ : submitted to the Secretary of state for independent examination on Friday 24 May 2024 Plan period: 2021 - 2040	N/A	7,134	N/A	64 Hectares of employment land
South Cambridgeshire - The South Cambridgeshire Local Plan ¹⁹ (2018). Plan period: 2011- 2031.	19,500	N/A	22,000 jobs	N/A
Cambridge - The Cambridge Local Plan ²⁰ (2018). Plan period: 2011-2031.	35,773	N/A	22,100 jobs	N/A
Emerging Greater Cambridge Shared Plan (South Cambridgeshire and Cambridge Joint Spatial Plan) ²¹ . R18 consultation undertaken, Submission timetabled for Summer/Autumn 2025 ²² . Plan period: to 2041	N/A	51,732	N/A	66,600 jobs
East Hertfordshire - East Hertfordshire Local Plan ²³ (2018). Plan period: 2011-2033.	18,458	N/A	10,800 jobs	N/A
Epping Forest – Epping Forest Local Plan (2023) ²⁴ Plan period: 2011 - 2033.	11,400	N/A	Between 16 and 19 Hectares (Ha) of employment land	N/A
Chelmsford Local Plan ²⁵ (2020). Plan period: 2013 – 2036. Chelmsford Local Plan Review preferred options consultation expires 19 June 2024 ²⁶ .	10,779	19,000 net new homes at an average annual rate of 1,000 net new	68,400 sqm of new employment floorspace	162,646sqm of new employment floor space

Local authority / relevant plan	Extant housing requirement	Emerging housing requirement (if there is an emerging plan)	Extant employment requirement	Emerging employment requirement (if there is an emerging plan)
		homes per year.		
North Hertfordshire – Local Plan ²⁷ , adopted November 2022. Plan period: 2011-2031.	13,000	N/A	30.5 Ha of employment land	N/A
Harlow - Harlow Local Plan ²⁸ (2020). Plan period: 2011-2033.	9,200	N/A	18 to 20 Ha of employment land	N/A

Key infrastructure coming forward in neighbouring districts

2.21 The infrastructure plans in surrounding districts have been reviewed in relation to strategic infrastructure which may have cross boundary implications affecting Uttlesford. This is

summarised in **Table 2.2**. This is not an exhaustive list but includes the most strategic, high-level schemes which have the greatest potential to affect residents and employees of businesses in Uttlesford.

Table 2.2: Infrastructure projects in neighbouring areas with potential implications for Uttlesford

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Greater Cambridge (a joint plan being prepared by South Cambridgeshire and Cambridge City Councils)	Transport	<p>Cambridge South station</p> <p>The new station is proposed to be built by 2025²⁹. It will be located adjacent to the Guided Busway and will provide a new transport choice available to patients, visitors and employees when travelling to and from the Cambridge Biomedical Campus³⁰. The station will improve Uttlesford residents access to south Cambridge.</p>
Greater Cambridge (a joint plan being prepared by South Cambridgeshire and Cambridge City Councils)	Transport	<p>A10 improvements</p> <p>The A10 is located near the north-western boundary of Uttlesford and will be used by some residents for journeys north. It is subject to two projects, the Cambridge and Peterborough Combined Authority's (CPCA) A10 dualling and the Greater Cambridge Partnership's Waterbeach to Cambridge Better Public Transport project. The CPCA has consulted on the options for dualling the A10 and submitted a strategic outline business case in August 2020³¹. Improvements to this route may result in less demand on routes which are likely to be used by Uttlesford residents travelling northbound including the M11, A1301, A1307.</p>
Greater Cambridge (a joint plan being prepared by South Cambridgeshire and Cambridge City Councils)	Transport	<p>Cambridge South East Transport</p> <p>This project aims to provide better public transport, walking and cycling options for those who travel in the A1307 and A1301 area, improving journey times and linking communities and employment sites in the area southeast of Cambridge. Following consultation of the Phase 2 proposals, a preferred route and location for a Travel Hub has been agreed. This project is now subject to preparation of a full EIA for its next stage³². This is likely to improve journey times for those travelling between Cambridge and Uttlesford.</p>
Braintree	Transport	<p>A120 Braintree to A12</p> <p>In 2018, ECC announced its favoured route option (D) for an upgraded dualled A120 between Galleys Corner on the south-eastern edge of Braintree, to a junction with the A12 south of Kelvedon. The scheme is identified as a 'pipeline project' in RIS2 (2020 – 2025) and will undergo more analysis and design work by National Highways ahead of being considered for potential future investment and inclusion in RIS3 (2025 – 2030). ECC, and partners, are continuing to lobby for a committed A120 scheme as early as possible.</p> <p>This will provide additional capacity and improve safety and resilience along the A120 and will reduce journey times and congestion when travelling between Uttlesford and destinations to the east such as Kelvedon, Witham, Colchester and Clacton on Sea.</p>

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Braintree, Colchester and Chelmsford	Transport	<p>A12 Chelmsford to A120 widening scheme</p> <p>This is a committed and funded scheme in RIS 1 and 2 involving the widening the A12 between Chelmsford (junction 19) and the A120 Marks Tey interchange (junction 25) to three lanes including new and upgraded junctions³³. This project will reduce traffic congestion by increasing capacity, improve safety and resilience and make improvements for walkers, cyclists, horse riders and public transport. The scheme is likely to improve journey times when travelling between Uttlesford and destinations to the east, by reducing congestion affecting the A120 with local traffic using the A12. The Development Consent Order (DCO) examination commenced in January 2023 with a decision on the scheme expected by the end of 2023. Surveys and ground investigations are currently being undertaken and is due to be completed in Autumn 2024. The road is planned to be open for traffic in 2027/2028. The scheme considers evolving proposals for the A120 Braintree to the A12 scheme.</p>
Braintree	Transport	<p>Improvements to the Marks Farm Roundabout on the A120/A131 junction east of Braintree³⁴</p> <p>This will increase capacity at the junction and significantly reduce queues and delays on the A131. The existing delay at Marks Farm results in vehicles diverting through Braintree urban area. The proposed improvement at Marks Farm roundabout will lead to the principal road network being more attractive than Broad Road and lead to the re-distribution of traffic currently using Broad Road as a 'rat-run'. This scheme will improve journey times for travel between Uttlesford and destinations in east Braintree.</p>
Chelmsford	Transport	<p>Chelmsford North East Bypass</p> <p>This will provide a key strategic missing link in the Essex road network linking to the A131, and will increase highway capacity and reduce journey times from Chelmsford to Braintree and onwards to Uttlesford.</p> <p>ECC has secured agreement from Homes England to deliver the Chelmsford North-East Bypass (CNEB) in phases with the first phase being funded by Housing Infrastructure Fund (HIF) and later phases being delivered as part of the growth of the area.</p> <ul style="list-style-type: none"> ■ Phase 1A will connect with Beaulieu Parkway relief road in the south providing connectivity to the A12 at Boreham Interchange when Generals Lane Bridge opens later in 2023. To the north, the CNEB will join with the Northern Radial Distributor Road connect to Wheelers Hill roundabout on the A130 Essex Regiment Way. A new bridge north of Beaulieu Parkway will allow the existing mineral quarry at Bulls Lodge to continue to operate during construction and operation of the bypass and will provide a new east-west vehicle, cycle and pedestrian route once quarrying has ceased. Phase 1A is planned to be delivered by in 2026 and includes the delivery of Beaulieu Park station in full; ■ Sections 1B and 2 - will connect to the A131 at Chatham Green and will be delivered at a later date as new development in the Garden Community and wider area comes forward. <p>This project will provide a strategic link between Chelmsford, Braintree, London Stansted Airport and the wider area including easier access to the upgraded A12</p>

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
Chelmsford	Transport	<p>Beaulieu Park rail station³⁵</p> <p>The new Beaulieu railway station will provide access to the Great Eastern Main Line (GEML). Trains will be able to pass each other at the new station to make the whole line more reliable. It will relieve crowding at Chelmsford railway station and act as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the new Chelmsford Garden Community. Detailed planning permission was granted in June 2022 and construction commenced in early 2023. The target opening date is by the end of 2025.</p>
Braintree	Transport	<p>Millennium Way Slip roads</p> <p>A planning application was approved in August 2020 to provide a pair of slip roads connecting the A120 eastbound carriage to Millennium Way (B1018) northbound; and Millennium Way northbound and southbound to the A120 westbound carriage. The development is designed to relieve traffic congestion at Galleys Corner Roundabout as a medium-term solution, in advance of a longer-term and separate improvement scheme for the A120, which is presently subject to National Highways review. The scheme has been designed to work alongside both the existing and wider vision for the A120. ECC, BDC and HE are currently working in partnership to fully understand which sequence to implement and fund the full scheme.</p>
Chelmsford	Transport	<p>Great Eastern Mainline Investment Programme</p> <p>The Great Eastern Main Line Study (July 2019)³⁶ further endorsed the Anglia Route Study (2016) recommendations regarding the need for the following projects to be further investigated to potentially provide railway capacity improvements, including:</p> <ul style="list-style-type: none"> ■ upgrading overhead cables; ■ Bow Junction reconfiguration; ■ increase of line speeds between London Liverpool Street and Norwich; ■ replacement of existing rolling stock to increase capacity (including on the Southminster Line); ■ increases to track capacity north of Chelmsford. <p>This work is being undertaken by Network Rail at a cost of £476m and will also improve the infrastructure for Uttlesford residents accessing London Liverpool Street.</p>
Chelmsford	Water treatment	<p>The Water Recycling Centre (WRC) at Great Leighs³⁷</p> <p>This has been identified as requiring enhancement to treatment capacity and/or site related mitigation measures. This will impact on development at Great Leighs/Moulsham Hall in north Chelmsford. Costs are unknown at present, but it is likely that it will be funded through the Asset Management Plan (AMP).</p>
Epping Forest	Transport	<p>Increased Rail Capacity</p> <p>Additional rail capacity through longer carriages (funded by Network Rail) are to be provided for journeys into London³⁸. This will also improve capacity for Uttlesford residents travelling to London and destinations nearby.</p>

District or shared plan area (if larger than one district)	Infrastructure Topic	Infrastructure projects with potential cross-boundary implications
East Hertfordshire	Transport	<p>East Herts Rapid Transport System</p> <p>A new rapid transport system linking Hemel Hempstead in the west to Harlow and then potentially on to Stansted Airport. This will improve connectivity westwards through Harlow and into Hertfordshire³⁹.</p>
East Hertfordshire	Education	<p>Expanded and new secondary schools in Bishop’s Stortford</p> <p>The permitted development to the north of Bishop’s Stortford includes a new secondary school (6FE). The Bishop’s Stortford South development includes land for a 6FE secondary school that can be expanded to 8FE when there is demand⁴⁰. Whilst the cross-boundary movements between Uttlesford and Bishop’s Stortford are not known this may affect high school provision requirements in the west of Uttlesford, particularly at Forest Hall School in Stansted Mountfitchet.</p>
East Hertfordshire	Education	<p>Secondary school expansion in Leventhorpe</p> <p>Leventhorpe School in Sawbridgeworth is currently considering a project to expand by 2FE⁴¹. Whilst the cross-boundary movements between Uttlesford and Bishop’s Stortford are not known this may affect high school provision requirements in the west of Uttlesford, particularly at Forest Hall School in Stansted Mountfitchet.</p>

2.22 As can be seen, there are a significant amount of infrastructure projects coming forward in the surrounding area which have the potential to benefit residents and employees of businesses in Uttlesford.

Proposed development in Uttlesford

2.23 The Uttlesford Submission Local Plan includes proposed development sites which have the potential to come forward to help deliver the housing and employment needs of the District. The level of anticipated growth in North Uttlesford, South Uttlesford, Stansted Mountfitchet and Elsenham and Thaxted

and Rural are set out in **Table 2.3** below. A summary of proposed growth (updated as of May 2024) is set out below and the location of the proposed strategic allocations are set out in **Appendix B**. Please note that the dwelling numbers are indicative and may be subject to change in the future.

2.24 An allowance is also proposed for non-strategic sites (less than 100 dwellings) at Larger Villages in the District. The proposed housing requirement in the District to be met through non-strategic allocations at Larger Villages within the Plan period to 2041 is 650 dwellings. This allowance has been included within **Table 2.3** below.

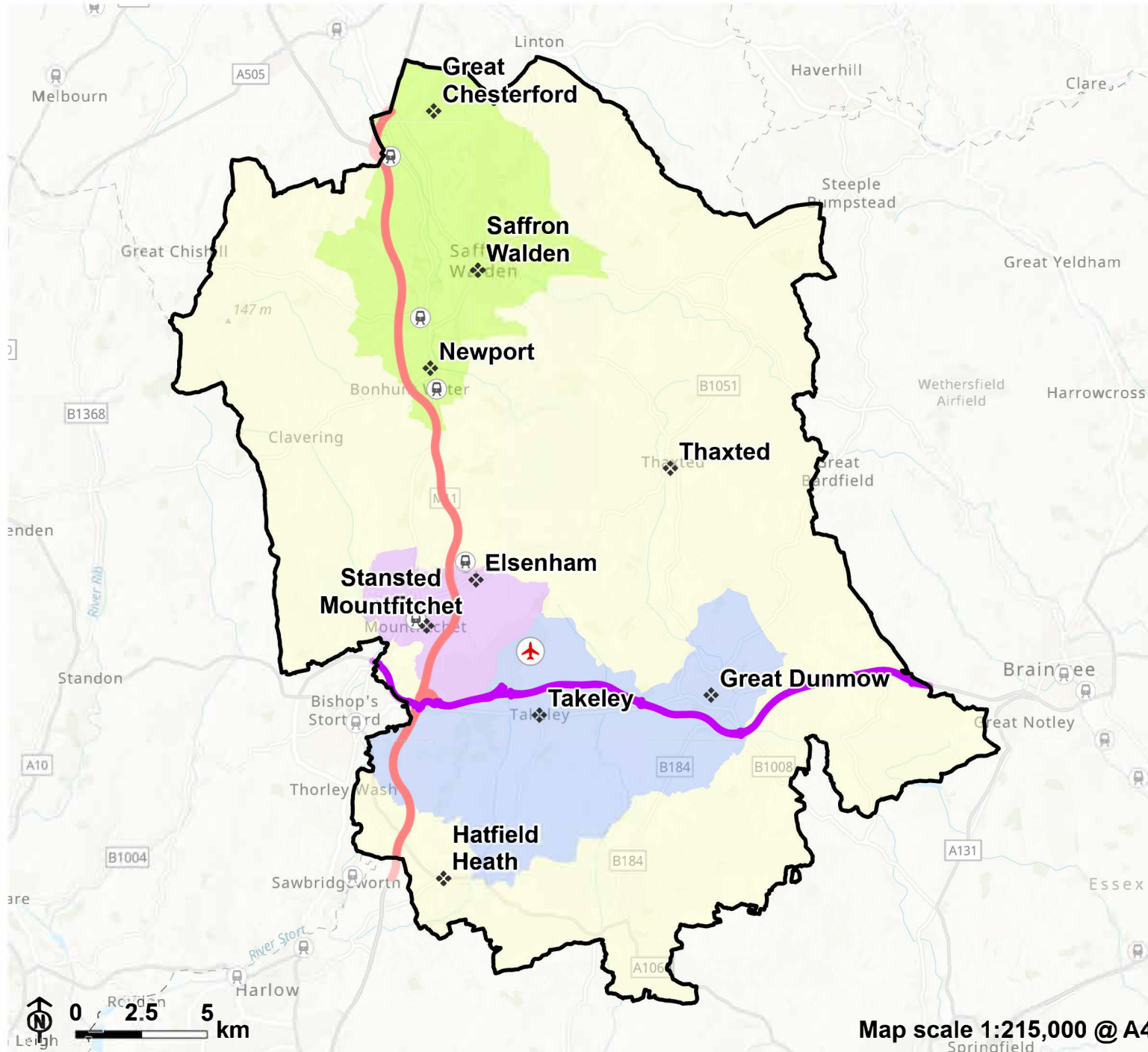
Table 2.3: Proposed growth in Uttlesford Submission Local Plan 2021-2041

Spatial area	Settlement type	Indicative number of dwellings
North Uttlesford	Newport – to be defined and delivered through the neighbourhood planning process	300
	Saffron Walden	879
Total		1,179
South Uttlesford	Great Dunmow	884
	Takeley	1,506
Total		2,390
Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	325
	Elsenham, within Henham parish	110
Total		435
Thaxted and Rural	Larger Villages	650
Total proposed new dwellings over the plan period		4,654

2.25 The spatial areas are shown on **Figure 2.4** below.



Figure 2.4: Spatial areas



- Uttlesford District Council
- Rail station
- Stansted Airport
- M11
- A120
- Area Strategy**
- North
- Elsenham and Stansted
- South
- Thaxted and Rural

Map scale 1:215,000 @ A4

Chapter 3

Infrastructure baseline and planning matters arising from proposed development

This chapter summarises the current infrastructure provision within Uttlesford and the infrastructure planning issues and opportunities arising from the proposed strategic development sites

3.1 This chapter covers the following topics:

- Transport and movement;
- Education;
- Green infrastructure, open space and sports;
- Health and Wellbeing;
- Utilities;
- Waste management;
- Flooding and drainage;
- Community; and
- Emergency services.

Transport and movement

Overview

3.2 Uttlesford is home to several strategically important transport services and links, including Stansted Airport, the M11 and A20 and West Anglia Mainline. The District's main transport corridor runs north / south and includes the M11 motorway and West Anglia Rail Line. These provide access to Cambridgeshire, Peterborough and Bury St Edmunds to the north and Harlow and London to the west and south. Settlements in the east of the District are more remote from this main transport corridor. There are limited access points to the M11 in Uttlesford, with only Junction 8 providing access within the District to the south-west, and Junction 9 located just beyond the north-west extremities of the District. The recently delivered junction 7a (located in Epping Forest) is near to Hatfield Heath and provides an alternative to junction 8 for some travelling to / from the southern parts of the District. The B3183 also provides a key north-south link in the District but is in relatively close proximity to the M11 corridor.

3.3 In the south of the District the A120 trunk road is the main strategic east-west highway corridor and provides access to and intersects with the M11 at Junction 8. This route provides dual carriageway access to Braintree to the east and single carriageway access further eastwards towards Colchester, Harwich and Felixstowe (Freeport East)⁴² via the A12. As set out in **Chapter Two**, to the east of Uttlesford, there are emerging proposals to provide an alternative, higher capacity highway route from Braintree to the A12 at Marks Tey.

3.4 Stansted Airport lies at the intersection of the M11, West Anglia Rail Line and A120, and as such benefits from a high level of strategic accessibility. As one of the busiest airports in the UK, it is a destination for a significant amount of people, both passengers and workers, as well as cargo movements and is therefore a significant trip generator. The airport acts as a successful regional and local transport interchange for bus, coach and train services to provide access to a range of destinations in the UK. The airport also performs a vital local function as a multi modal transport hub.

3.5 The M11 and A120 are managed by National Highways. All other roads in Uttlesford are managed and maintained by ECC as the Local Highways Authority – apart from those at Stansted as these roads are managed by Manchester Airport Group as part of the airport landside infrastructure.

3.6 Transport East is the advisory Sub-national Transport Body for Norfolk, Suffolk, Essex, Southend-on-Sea and Thurrock. As a partnership of key transport organisations, this provides leadership and strategy on strategic transport investment priorities.

3.7 As set out in **Chapter Two**, the District has a dispersed settlement pattern, with a network of relatively small settlements. The need to travel between settlements to access a range of services and employment opportunities, combined with an infrequent public transport service, results in higher levels of car ownership and use compared to the national average⁴³. Residents in Uttlesford also travel further to work, compared to the residents of other Districts in Essex⁴⁴.

3.8 Uttlesford has a significantly higher car ownership than the Essex average, with 91% of households recorded as having access to at least one car in accordance with the 2021 Census. The neighbourhoods with the highest level of car-free households appear to be in Saffron Walden and in Takeley where good public transport connections are in place. Saffron Walden has several in-town links and Takeley is well-connected with both Bishops Stortford and Stansted Airport; and the regular bus service from Saffron Walden to Cambridge passes along the Great Chesterfield corridor.

3.9 Existing Transport infrastructure is set out on **Figures D-1, D-2 and D-3** in **Appendix D**.

Topic specific context

Air travel

3.10 London Stansted is in the south-west of the District and is a major international gateway to the UK. The airport brings significant economic opportunity to the District and surrounding areas. The airport was granted planning permission to expand to 43 million passengers a year (an increase of 8 million over the previously consented position) in 2021. With the advantage of dedicated access to M11 motorway the airport also operates significant cargo movement to London and the entire South of England and the Midlands.

3.11 In 2023, a planning application was approved to extend its terminal building to provide larger security and departure halls and increase its baggage handling capacity.

3.12 It is important that there is a choice of ways to access the airport and there are opportunities to create connections for public transport and active travel to existing with existing settlements and future locations of development.

3.13 Audley End and Rayne airfields provide for general aviation activities but do not provide commercial passenger services.

The rail network

3.14 The existing Essex rail network is primarily radial from London, with no direct east-west link through Uttlesford. Passenger services are provided by private sector operators,

under franchises agreed with the Strategic Rail Authority and the Department for Transport⁴⁵.

3.15 Services currently run from six railway stations on the West Anglia Rail Line which are all managed by Abellio, the Train Operating Company (TOC) for the Greater Anglia Franchise⁴⁶. The line runs from north to south and stations serve Great Chesterford, Audley End, Newport, Elsenham, Stansted Mountfitchet and Stansted Airport. Service frequencies differ between stations, with Audley End providing faster, less frequently stopping trains between Cambridge and Liverpool Street Station in London. Rail stations just outside the District are also important such as Whittlesford Parkway and Bishop's Stortford, as these also offer faster train services.

3.16 The line facilitates three routes: the Stansted Express which connects London Liverpool Street directly with Stansted Airport; the West Anglia route which connects all stations in Uttlesford (except for Stansted Airport) to London, Cambridge and Bury St Edmunds; and the regional route which runs between Stansted Airport and towns such as Peterborough and Norwich to the north. The station at Stansted Airport is strategically important for enabling more sustainable travel choices to the airport and surrounding area.

3.17 The Anglia Route Study⁴⁷ examines options to improve the railway in East Anglia, setting out a medium-term strategy to meet growing passenger and freight demand on the railway from 2021 and beyond.

3.18 This study was undertaken during the Covid-19 pandemic which resulted in a significant reduction in public transport across the country. With significant uncertainty about future levels of demand, the study provided a range of scenarios to simulate a range of potential outcomes to inform future investment decisions. This strategy indicates that demand on the network in the medium term (10 years) could be between 15% lower and 26% higher than current levels. With the substantial increase in capacity Greater Anglia's fleet replacement means that even under the most optimistic demand scenario there are no forecast passenger crowding issues on any services on the network. Regarding freight, while the route is a relatively significant corridor for construction materials traffic, future medium-term growth is forecast to be small, not necessitating any additional paths to meet expected demand.

3.19 The Anglia Route Long Term strategy⁴⁸ set out that by 2043, there will be 2,100 additional passengers in the peak hour on the Cambridge and Stansted Airport services into London Liverpool Street. In an Uttlesford context, this means that by 2023, in the morning peak for journeys into London Liverpool Street, all seats are full south of Audley End. New capacity is proposed to relieve this pressure, the strategy sets

out that seats will be available (albeit up to 85% taken) in 2043 due to the capacity increases.

The bus network

3.20 Essex County Council (ECC) is the local transport authority covering Uttlesford. In Uttlesford, the commercial operators decide in the first instance which routes to operate. ECC's role is to commission services to fill any gaps in provision not provided by the market. Bus services in Uttlesford are provided both commercially and with financial support from the Council and developer contributions, however it is important to note that bus services have been seriously affected by the pandemic and have received significant public funding to maintain the financial position of operators.

3.21 The fact that the majority of the District is very rural makes it difficult to deliver commercially viable and attractive bus services to all settlements where there is currently less demand. It also means that many residents have to make less direct bus journeys, with interchanges. Demand responsive bus services offer potential to serve rural areas.

3.22 The presence of Stansted Airport creates demand for high frequency national and local bus services in the south of the District, helping to deliver services here which can be used by residents of the surrounding settlements. However, the frequency of bus services is comparatively much lower in other areas of the District, as would be expected in the mostly rural hinterland. Aside from London Stansted Airport, Saffron Walden and Great Dunmow offer the greatest potential for interchange. Cost of bus travel also varies significantly.

3.23 The UK Government published the national bus strategy 'Bus Back Better' in March 2021⁴⁹. This makes it clear that better bus services are seen as a key part of the Government's 'levelling up' agenda by improving public transport outside London. Amongst other things the strategy asks local transport authorities to commit either to setting up 'enhanced quality bus partnerships' or adopt bus franchising and to make a statement to that effect.

3.24 In response to Bus Back Better, and following ECC Cabinet discussions⁵⁰, ECC has prepared a Bus Service Improvement Plan⁵¹ (BSIP), setting out standards for the bus industry in the ECC area. This is a working document which will be improved over time in accordance with the requirements of Bus Back Better. The plan sets out funding for improvements to key bus services across Essex. In Uttlesford, the key services include 'Thrive', a programme set out to improve access to services in rural centres, and 'Reach', which considers the potential to provide improved demand-responsive public transport solutions, looking at the role of digital tools for this. The BSIP also proposes the upgrading of park and ride services to 'park and choose' sites, which will

offer more options for other (non-bus transport measures including e-bikes and e-scooter rental). The BSIP also proposes a bus services audit and review, which will consider the current provision of routes and whether this could be improved for users.

3.25 To help deliver the BSIP, ECC formally enacted an Enhanced Partnership (EP) with operators (one for each District).

3.26 This is a statutory partnership between ECC and the bus operators whereby both sides agree to introduce a series of measures designed to improve bus services in the area covered by the EP. Given this is a statutory agreement, this arrangement will provide more control to ECC over the management of the bus network in the ECC area, compared to the previous situation.

3.27 In January 2023, ECC published their first BSIP Annual Review⁵². Following the BSIP and EP, ECC have progressed with developing, procuring and rolling out a single Travel Essex portal to offer a one-stop portal for all Essex-wide bus information. Area-based reviews have also been conducted (twelve in total) across Essex, of which Uttlesford⁵³ was the first to be completed. This has led to new journeys being made available to residents, higher frequencies along existing journeys and increased access to service centres and amenity sites. Services have also been renumbered to offer greater consistency and roadside information has been improved.

3.28 The Essex County Council Bus Service Improvement Plan⁵⁴ and 6-Month Report 2023⁵⁵ shows passenger numbers have exceeded post covid forecast figures for 2022 with 26,209,054 passenger journeys compared to the forecasted 21,892,082. The Essex annual punctuality and performance has seen an increase in journey time/reliability from 88.4% in 2021-2022 to 91.2% in the first 6 months of 2022.

3.29 In addition, the Sustainable Modes of Travel Strategy (SMoTS)⁵⁶ outlines the steps ECC is taking to enable accessibility for all to places of employment and education, including other neighbourhood services such as retail, leisure and health services and delivering health, social and economic benefits to individuals and their communities. A Community Travel System⁵⁷ provides transportation to those unable to access mainstream public transport. Further to this, as outlined in the ECC Education Transport Policy⁵⁸, free school to home transport is also available to some children of compulsory school age in the County.

The road network

3.30 As set out above, the M11 motorway comprises the main north-south highway corridor in Uttlesford and connects London to the south with Cambridge to the north. Junctions 9 and 9a are located along the northern boundary of the District

and connect users with the A11 towards Norwich and provides strategic access for settlements such as Saffron Walden and Great Chesterford. Junction 8 is located in the south of Uttlesford and provides connections to Bishop's Stortford and Stansted Airport. The recently delivered Junction 7a provides access for some settlements in the southern part of the District. As set out above, the locations of the M11 junctions and wider strategic roads result in poorer accessibility to the strategic road network for those in the northeast of the District.

3.31 Important smaller inter-urban roads in Uttlesford include the B1383 which provides local north-south connections between Bishop's Stortford and Great Chesterford, the B184 which connects Great Dunmow with Thaxted, Saffron Walden and Junction 9a of the M11, as well as the A1060 which connects Bishop's Stortford with Hatfield Heath and onto Chelmsford to the south-east, the B1008 between Dunmow and Chelmsford, and the B1256 (the old A120) between J8 and Rayne/Braintree. Outside the District the A505, A131 are also key routes providing access to wider strategic links or to other key attractors (e.g., Chelmsford).

3.32 Planned developments in Uttlesford and the surrounding areas including the north of Bishop's Stortford and local growth planned in East Herts and Braintree may lead to an increasing amount of traffic on the strategic road network in the years ahead, particularly as London Stansted Airport continues to grow. ECC are soon to complete works to improve Junction 8 of the M11 and A1250 West by⁵⁹ :

- Improving access between the M11 and A1250 with London Stansted Airport, Bishop's Stortford, Birchanger Services and Takeley;
- Reducing congestion and improve capacity on the M11 Junction 8 exit slips and the A120;
- Supporting future plans for housing, employment and business developments.

3.33 The above improvements are considered to be an interim solution in advance of a more significant upgrade brought about by wider strategic / regional co-operation.

3.34 A route corridor study of the A505 between its junction with the A10 at Royston in Hertfordshire and the A11 at Abington in Cambridgeshire is currently being undertaken to ascertain if capacity improvements are required and how these can be delivered. Stage 2 of the study is being scoped and developed, which will involve a design evolution, model development and refinement of economic appraisal and Value for Money checks⁶⁰.

Walking and cycling

3.35 The two routes on the National Cycle Network that run through Uttlesford are NCR11 and NCR16. NCR11 runs north-

south through the District and connects Harlow to Cambridge via Stansted Mountfitchet and Strethall, with a link to Saffron Walden via Audley End Station. NCR16 is mainly off-road, utilising the former railway track bed (although does use roads in Great Dunmow). This is also known as the Flich Way and runs east-west broadly in the same area as the A120, connecting Birchanger in the West with Braintree in the east and then travels southwards towards Witham.

3.36 Just 0.7% of the journeys to work (300 people) in Uttlesford are made by bicycle, lower than the Essex average of 2.1%⁶¹ based on the 2021 Census. A key reason for this may be that other than the above, there is very little dedicated cycling infrastructure in Uttlesford, which has resulted in in low levels of participation when compared with other Essex Boroughs / Districts⁶². It may also be due to the topography of settlements, which are relatively hilly compared to other areas where cycling is a more popular way of getting around.

3.37 The dispersed nature of the existing population and development in Uttlesford also means that residents need to travel greater distances to access workplaces, key facilities and services, making cycle travel less attractive, or potentially unviable.

3.38 This said, recreational cycling is popular in Uttlesford with approximately 17.5% of people cycling at least once per month in Uttlesford according to Sport England data. This is higher than most other Essex Districts, with only Chelmsford and Colchester reporting higher levels.

3.39 The Essex Cycling Strategy and the Uttlesford District Cycling Action Plan seek to promote a sustained increase of cycling in Uttlesford, establishing it in the public's mind as a 'normal' mode of travel, especially for short A-to-B trips to services and facilities.

3.40 Uttlesford District Council is preparing a district wide Local Cycling and Walking Infrastructure Plan (LCWIP), which will detail the approach to the delivery of strategic cycle and walking routes across the district. This will have a primary focus on Saffron Walden and Great Dunmow as the two largest settlements. This has the potential to unlock more funding as it will be able to support funding bids to Essex County Council and Active Travel England.

Key delivery organisations

- Transport East;
- National Highways;
- Network Rail;
- Sustrans;
- ECC – Local Transport Authority / Local Highway Authority;
- MAG (Stansted);
- Abellio Buses;
- Arriva Buses;
- Uttlesford Community Travel.

Funding

3.41 Funding for aviation improvements at Stansted are raised by MAG through their business plans. Aviation is generally commercially operable and therefore development contributions are not collected for improvements to airport infrastructure (although may be for other forms of travel that link to Stansted, such as buses).

3.42 Funding for rail improvements is provided by the UK Government and is allocated based on the priorities identified in The Anglia Route Study⁶³.

3.43 Funding for highways comes from a range of sources. Strategic highways such as the M11 and A120 are maintained by National Highways and new schemes are funded generally by government grants or loans, whilst developer contributions are also put towards these if there is sufficient justification. Local highways (i.e., those managed by ECC) are funded through the Council's maintenance budget (which is largely funded by the government) and Local Transport Plan budget. Developer contributions are also an important element of funding for local highway improvements.

3.44 Funding for buses comes from a mixture of sources but the predominant sources include the bus operators as part of their business model, ECC's local transport plan allocation and developer contributions.

3.45 Funding for new cycling and walking infrastructure predominantly comes from ECC Local Transport Plan funding and developer contributions. The preparation of the Uttlesford district-wide LCWIP 2024 will support future funding bids.

3.46 As set out above, developer contributions are required for transportation improvements in Uttlesford where these can be justified in accordance with the relevant tests for planning obligations⁶⁴, and are secured through Section 106 and Section 278 agreements⁶⁵. The Essex developer's guide to infrastructure contributions⁶⁶ sets out that developers are expected to contribute towards the following types of transport infrastructure:

- Highway improvements to facilitate safe access for all users by car and by active and sustainable modes or anticipated road safety implications of development;
- Supporting public transport by funding diversions to existing routes (if this can be achieved whilst maintaining the overall attractiveness of the service) or new services.

For developments of 1,000 or more new homes a full integrated travel package is required;

- Diversions to public rights of way, if necessary and acceptable in accordance with relevant legislation.

Key infrastructure planning considerations

3.47 In the context of the Council's climate emergency declaration⁶⁷, Uttlesford will require a transport network that addresses not only the needs of the residential and working population but will also need to address the impact that transport has on emissions and climate change. By promoting and facilitating the sustainable movement of people between their home, work, shops and services across Uttlesford, it will help to facilitate economic growth opportunities, inward investment, regeneration and contribute towards the delivery of sustainable development. Allocating development sites which reduce the need to travel or promote the use of sustainable transport will support the district wide carbon reduction targets.

3.48 The proposed strategic allocations in Uttlesford focus development to existing settlements where either there are existing services, facilities and employment opportunities, or significant opportunities to provide these as part of development. The overall spatial distribution of the proposed strategic allocations will reduce the potential need to travel compared to a more dispersed strategy.

3.49 Some journeys will always be necessary. A shift away from private car-based vehicle use towards more active and sustainable forms of travel such as walking, cycling, buses and car sharing is a key ambition of the spatial strategy within the submission local plan as the location of the proposed strategic allocations facilitates the delivery of more sustainable transport infrastructure. It is widely known that when people move into a new home, this event offers the greatest potential to secure change travel behaviours. Uttlesford District Council has prepared a series of masterplans which demonstrate how the proposed strategic allocations could be delivered to include infrastructure which supports the use of more sustainable means of travel.

3.50 A key ambition of the development strategy is to ensure that the development proposed within the Submission Local Plan does not unduly affect the strategic road network.

3.51 The proposed strategic allocations sites which are included in the Submission Local Plan (Regulation 19 Publication) offer significant opportunities to provide transport and movement infrastructure. These have been developed taking account of detailed modelling evidence and review undertaken by TetraTech on behalf of Uttlesford District Council. In summary these include:

District-wide:

3.52 All new proposed strategic allocations including residential use are proposed to be supported by a shared mobility scheme, which will be prepared on a strategic basis for use across all development sites. The scheme proposes a number of interventions including residential car clubs, a bike, e-bike and cargo bike hire scheme and a centralised mobility hub which consolidates the above in close proximity to bus services. In addition, travel plan measures will be required as part of new development.

North Uttlesford

3.53 The opportunity to provide a new multi-modal transport link through the proposed strategic allocations to the southeast of Saffron Walden town, linking Radwinter Road to Thaxted Road. This is anticipated to relieve some of the peak hour pressure within the town centre, which can provide opportunities to re-allocate road space for more sustainable ways of travelling.

3.54 A Local Cycling and Walking Infrastructure Plan (LCWIP) is being prepared which includes measures for Saffron Walden. This will identify and improve key routes for walking and cycling. This work and transport modelling work is being undertaken by PJA and TetraTech respectively on behalf of Uttlesford District Council. Initial outputs of this work have identified the following interventions relevant to Saffron Walden and Newport:

- Provision of improved bus frequencies to local destinations including Great Chesterford, Newport and Saffron Walden and on the strategic route linking to Cambridgeshire;
- High-quality walking and cycling links from the proposed strategic allocations sites connecting to the settlement centres;
- Provision of high quality walking and cycling links between the town centres and respective rail stations;
- Opportunities to create improvements within Saffron Walden to the walking and cycling environment.

3.55 Additionally, the Essex Local Transport Plan 2011-2026⁶⁸ lists planning infrastructure improvements for Saffron Walden:

- Providing for and promoting access by sustainable modes of transport to development areas;
- Improving passenger transport connections to and between the local centres, key services and Harlow;
- Improving the attractiveness and usability of streets and public spaces;

- Improving cycling and walking routes and promoting their greater use;
- Improving connections to London, working with Transport for London to make best use of and manage access to Underground links;
- Improving links with surrounding rural areas.

Stansted Mountfitchet and Elsenham

3.56 Prioritising more sustainable ways of travelling is also proposed in Stansted Mountfitchet and Elsenham. A key element of this will be providing high quality cycle and walking routes within the settlements and to Stansted Mountfitchet rail station and improving bus services. Localised highway improvements are also being considered, including:

- B1383 / Gypsy Lane: Widening to provide turn pockets / flare at all approaches together with the signalisation of the junction at Gypsy Lane;
- B1256 / Tilekiln Green: Tilekiln Green approach widened to add left-turn flare together with the signalisation of the junction;
- B1383 / A120: junction improvements to improve capacity. It is understood that some funding has been secured from developments in Bishops Stortford towards this but this will require further developer contributions and other funding.

3.57 Throughout development in the northern area, delivery of new bus and active travel opportunities, integrated with built form in the new development sites to make these attractive transport options is expected.

South Uttlesford

3.58 In South Uttlesford there are ambitions to improve the public transport frequency and attractiveness. The opportunity provided by the presence of the nationally significant London Stansted Airport to expand existing sustainable travel options is significant.

3.59 As set out above, an LCWIP is being prepared for the District and one of the focus areas of this is the Great Dunmow / Takeley / London Stansted Airport area. The LCWIP will facilitate an improvement of walking and cycling links between these locations, based on the Flitch Way.

Flitch Way Links

3.60 The Flitch Way Links Options Study identifies the Flitch Way as a useful strategic route that is capable of linking numerous other places and uses together. It is essentially a recreational route but can be used for utility purposes. It complements the shared use footway route that follows the line of the B1256 eastwards from Parsonage Road.

3.61 There is potential to link the Flitch Way to Bishop's Stortford through the fields to the south east of the town which would not require any actions on the behalf of Hertfordshire County Council beyond signing the route. A route south of the town could also be connected to the Stort Valley and potential routes towards London.

3.62 Access to London Stansted airport by walking and cycling is not well catered for at present and it is proposed to provide enhanced routes between Takeley and the airport, alongside enhanced public transport services. This will help to enable people to access key services and employment opportunities in a more sustainable way.

3.63 Specific improvements required to support the proposed strategic allocations at Takeley which have been identified from transport modelling to date include:

- Delivery of new bus and active travel opportunities, integrated with built form in the new development sites to make these attractive transport options;
- New multi-modal route through development areas from Parsonage Road from Stortford Road, potentially using existing haul road access;
- Upgrade of walking and cycling links between Great Dunmow, Takeley and Stansted Airport, based around improvements to Parsonage Road;
- An upgraded Flitch Way (e.g. new surfacing, ecological management, interpretation and safety improvements);
- A sustainable and public transport mobility hub at Canfield End providing appropriate and convenient access to the B1256/A120 junction;
- Improvements at Junction 8, to be further developed in line with the outcomes of transport modelling.

3.64 Specific improvements required to support the proposed strategic allocations at Great Dunmow which have been identified from transport modelling to date include:

- Delivery of new bus and active travel opportunities, integrated with built form in the new development sites to make these attractive transport options;
- Localised highway mitigation and junction improvements, including measures to improve active travel;
- B1008/B1057: Widening to provide turn pockets/ flare at all approaches together with the signalisation of the junction;
- B1256 /Braintree Road: Signalisation of the junction;
- B1256 / Station Road: Signalisation of the junction;

- Dunmow South Interchange (southern junction): Chelmsford Road Northbound and A120 off-slip approach arms widened to allow for separate left-turn lane;
- Parsonage Downs / B1008: Parsonage Downs approach arm widened with left-turn flare;
- Flitch Industrial Estate / Chelmsford Road: Estate approach arm widened with left-turn flare;
- B1256 / Blackwater Drive: B1256 approach arms widened to two-lane entry.
- Early Years and Childcare in Uttlesford includes full-day nurseries, who mainly cater for working families who need full day care;
- Pre-School provision generally offers comparatively limited hours per day, like that of a school day and does not open during the school holidays. Some of these are provided in co-located facilities with primary school provision
- Childminders can often provide a flexible support for families and will pick up older children at the end of the school day which in turn helps families with childcare to enable them to work.

Education

Overview

3.65 ECC has duties under the Childcare Acts of 2006 and 2016 to ensure that there are a sufficient number of sustainable and high-quality childcare places for children aged 0-19 and their families. In addition, duties under the Education Act 2011 require ECC to provide sufficient school places for 4-16 years old. As such, education is in the most part provided by ECC. Free Schools and Academy Schools are outside local authority control but are still influenced by potential growth and are therefore considered in pupil place planning.

3.66 Private schools and home schooling also contribute to education in the District, but these are not considered as part of this IDP; for private schools this is because they operate on a different demand model and are not responsible for ensuring all children have a place, and for home schooling because there are minimal infrastructure implications.

3.67 In Uttlesford the population is not distributed evenly between age groups. In 2021 (latest available data) the most prominent young age group was 10-14 which constituted 27.0% of the 0-19 population (21,841 children). The second most populous age group was those aged 0-4 (26.4%)⁶⁹. Ongoing capital investment in Uttlesford will deliver multiple school expansion projects, not only helping to meet the growing demand for places across the area, but also greatly enhancing the educational offer that is available to local parents⁷⁰.

3.68 Existing Education facilities are shown on **Figure D-4** in **Appendix D**.

Education context

Early Years and childcare

3.69 Early years and childcare provision in Uttlesford includes day nurseries, pre-school provision and childminders:

3.70 These education needs are delivered through mainly private, independent and voluntary organisations and any change in demand for childcare can have a detrimental effect upon the sustainability of the different business models.

3.71 Uttlesford's providers are, like many other districts, made up predominantly of Childminders (31.3%), followed by Pre-Schools (23.4%) and Day Nurseries (14.8%). The ratio of Funded Providers to non-funded providers (59.4%) is lower than the county average (64.0%)⁷¹.

3.72 The Childcare Assessment Sufficiency Summary⁷² set out that in 2021, 13.2% of child care places were available in Uttlesford, which is lower than the Essex rate of 17.9%.

3.73 Since the Covid pandemic the demand for childcare has grown exponentially, and continues to increase. This growth in the need for childcare across Essex has been driven by the current economic climate and the need for both parents to be working. The childcare reforms announced in the spring 2023 budget has added an additional pressure to the demand for places. Evidence is suggesting that the growth in demand for child places will continue to increase, especially given the new funding that is being provided to parents over the next two years.

3.74 Uttlesford currently has a lack of places within certain areas, this is due to a historic lack of consideration within to this type of service when reviewing planning applications for housing growth.

Mainstream Primary schools

3.75 Of the 41 schools located in Uttlesford, 38 deliver infant, junior or primary provision. ECC's 10-year plan⁷³ sets out that the increase in demand for school places in Essex is predicted to continue. The forecasts used in this Plan suggest that the total number on roll by 2033/34 will be 121,290 primary pupils and 95,410 secondary school pupils (including sixth form). The plan sets out that Helena Romanes school in Great Dunmow will relocate, providing greater primary school capacity. Options on the site for this school have been

secured through S106 agreements. It is important to note that the emerging local plan will increase the number of dwellings and new pupils within Uttlesford and therefore the amount of new school provision required is likely to increase.

Mainstream Secondary schools

3.76 The secondary schools which provide for pupils aged between 11 and 18 are Forest Hall School in Stansted Mountfitchet, Joyce Frankland Academy in Newport and Saffron Walden County High School in Saffron Walden. Helena Romanes School in Great Dunmow is an 'All-through' school, providing both primary and secondary education to its students.

3.77 The 10-year plan⁷⁴ sets out there are no planned increases to capacity in secondary schools as a result of demographic trends, however new development will create the need for increased capacity. New development and a new school coming forward in Bishop's Stortford may impact on place availability in Forest Hall School. Consequently, the situation is being closely monitored and should there be further demand for school places at Forest Hall and it is understood that there is a possible option to expand the school further. Helena Romanes School is due to relocate, however this will not provide any additional capacity for secondary age pupils.

3.78 Additional development which comes through the emerging local plan is likely to increase the need for secondary place provision.

Post-16

3.79 Post 16 facilities are provided by the Education and Skills Funding Agency (ESFA), which is part of the DfE. The provision of Further Education (FE) services covers pupils over the age of 16, who are studying a course in a FE college, training provider or within their local community. ECC has a duty to secure sufficient suitable education and training provision for all young people in their area who are over compulsory school age but under 19 or aged 19 to 25 and for whom an education, health and care plan is maintained. To fulfil this, local authorities need to have a strategic overview of the provision available in their area and to identify and resolve gaps in provision.

3.80 Sixth Forms are linked to two of the secondary schools in the District: Saffron Walden County High and Helena Romanes. Further education opportunities are also provided at Stansted Airport College, part of Harlow College.

Special Educational Needs and Disabilities

3.81 ECC is also responsible for the providing facilities for children with special educational needs and disabilities

(SEND). Provision for specific SEND requirements is made at Forest Hall and it is the aim of the education authority to ensure that SEND needs are catered for within each school where possible going forward.

3.82 ECC is currently preparing a Special Education Needs and Disabilities Sufficiency Strategy. Forecasting requirements for school provision for children with special needs is more complex than projecting mainstream places. This is because the needs of these children often do not manifest themselves until the child has been in the school system for some time. The additional needs presented are varied and include visual impairment; hearing impairment; physical disability; moderate learning difficulties; severe learning difficulties; and autism or social emotional and mental health needs. Some children have more than one need to be met. ECC therefore seeks to ensure that provision is available to meet a range of needs in each geographic area of the County. SEND requirements may be met in a mainstream school, a specially resourced or enhanced provision within a mainstream school or in a special school depending upon the level of need. The sufficiency strategy is not complete at the time of preparing this report. It is possible that it will recommend additional infrastructure requirements.

Key delivery organisations

- ECC – Local Education Authority;
- Free schools and academies;
- DfE – Department for Education;
- Harlow College.

Funding

3.83 As outlined in the Essex Developers Guide⁷⁵, for Early Years, Childcare, Primary and Secondary, financial contributions will be required from sites with 20+ dwellings and land for new build facilities where appropriate.

3.84 For Post-16 provision, financial contributions will be required from sites of 20+ dwellings (the need in any area will be assessed on a case-by-case basis, so that contributions are only required where necessary). ECC acknowledges that post 16 education plays a key role in skills development. The Essex Developers' Guide to Infrastructure Contributions⁷⁶ recommends that any large-scale development is expected to provide for the needs of post-16 education generated by its development, either through a developer contribution to assist classroom-based education; workplace learning through on site apprenticeships and/or training, or through training and courses offered at nearby further education (FE) establishments.

3.85 The DfE also provides funding for schools but this is typically ringfenced to dealing with maintenance issues and school rebuilding. This is not usually a mechanism through which additional capacity is provided⁷⁷.

Uttlesford infrastructure planning approach

3.86 As set out above, ECC has a statutory responsibility to ensure sufficient school and childcare places are available for local children and younger people. The NPPF (paragraph 95) also sets out that sufficient choice for school places should be available to meet the needs of existing and new communities, to which a proactive, positive, and collaborative approach should be taken by planning authorities to meet this requirement.

3.87 Where a need for additional school places as a direct result of housing development is identified, the expectation is that the cost of providing additional places will be sought via developer contributions. This is because no automatic alternative funding exists from central government.

Key infrastructure planning considerations

Early years provision

3.88 As set out above the reforms to early years funding is resulting in increased demand for early years places, as they become more affordable. ECC has provided an assessment of needs likely to arise from the proposed strategic allocations, which is included in the infrastructure schedule.

Primary school provision

Saffron Walden

3.89 For Saffron Walden, land for a new primary school has already been identified at Shire Hill, however it may be more suitable for education place planning to include a new, 3-form entry site within the proposed strategic allocations which would be developer funded and would allow the growth in Saffron Walden to be met by a single new school. The Council will continue to engage with ECC and other relevant stakeholders to discuss the scope for an alternative site for a 3-form entry school.

Newport

3.90 No strategic allocations are proposed in Newport and as such it is not considered likely that there will be a significant need to expand provision here. Non-strategic allocations may come forward within the town of up to 300 new dwellings, generating approximately 90 primary age pupils. The current Newport School site has capacity to expand by around half a form of entry (i.e. 120 pupils), developer contributions would need to be secured to deliver this.

Elsenham

3.91 Provision of a new primary school on land from both the committed site and the proposed strategic allocation (in accordance with the site masterplan), to be funded from developer contributions.

Stansted Mountfitchet

3.92 Developer contributions to the proposed new primary school in Elsenham are expected.

Takeley

3.93 The proposals here are considered to increase primary school demand such that new on-site provision will be required. It is considered that a new, minimum two form entry school site will need to be secured and additional land and contributions will be needed to allow for a possible expansion of Roseacres Primary School, all funded by development.

Great Dunmow

3.94 The proposed all-through new campus for Helena Romanes School will provide extra primary age capacity in 2026/2027⁷⁸. New school options also exist at Woodside Way and Smith's Farm and the latest version of ECC's 10-year plan sets out these are anticipated to come forward in 2030/2031.

3.95 In terms of geography, the east of Great Dunmow is less well served by primary schools than the west. The proposed strategic allocation at Broadway will not generate sufficient demand for a new school site and contributions to improve and enhance education provision in local schools or towards a new school on the sites mentioned in the above paragraph should be provided by the development.

Secondary school provision

3.96 The provision of new secondary schools is more challenging than for primary schools due to the scale of population needed to support them, as such new secondary school provision is generally focussed on existing schools, unless there is a strategic opportunity to provide a new facility.

3.97 The distribution of pupils around the District results in some long journeys and the proposed strategic allocations provide an opportunity to address this.

North Uttlesford

3.98 Saffron Walden County High School is the largest school in Essex and provides the secondary school and sixth form on the same site. There tends to be a net import of school pupils to Saffron Walden High from areas closer to other secondary schools. The proposed approach is to provide a two form of entry expansion on this site by relocating the nursery which is presently in situ to a site on the new proposed strategic allocations.

3.99 Similar to the situation at Saffron Walden High, there tends to be a net import of school pupils to Joyce Frankland Academy from areas closer to other secondary schools. It is proposed to expand this site by a single form of entry. It is understood from discussions with ECC that this can be achieved on the current extent of the school site.

Stansted Mountfitchet and Elsenham

3.100 Forest Hall School is understood to have some unfilled capacity at present but not sufficient to meet additional demand from significant growth. Cross border growth in Bishop's Stortford may also affect demand for places at this school. A new school is being constructed in Bishops Stortford which may also draw pupils from the area around Forest Hall and therefore the position will need to be reviewed as development comes forward. It is understood that there is both capacity on the site to allow expansion (of up to 2 FE) and land adjacent to the school which could be used for an additional expansion of the site (also of up to 2 FE). This would be sufficient to accommodate the proposed strategic allocations in the area, and would need to be funded by development contributions.

South Uttlesford

3.101 Helena Romanes is due to relocate in 2026/2027. This will not provide additional capacity for secondary age pupils. The provision of a new 8FE secondary school in Takeley, funded by development in South Uttlesford is considered to be a suitable solution to accommodate the growth proposed in South Uttlesford. This will provide a new secondary school close to new development, and help to reduce the need for pupils in existing homes in Takeley from needing to travel outside the settlement to attend school. Takeley is served by sustainable travel options from the surrounding area which also makes a new school here a logical and appropriate solution. The secondary school should be co-located with the proposed new primary and early years provision. It is also proposed to safeguard land to the east of this site to allow for a further 4FE expansion if required.

Post-16 provision

3.102 In order to accommodate the post-16 provision requirement from new development it is proposed to increase the existing provision at Saffron Walden. It is also proposed to create a new post-16 facility at the proposed new secondary school at Takeley which will provide additional capacity in the south of the District.

Special Education Needs and Disabilities provision

3.103 Whether there is sufficient capacity provided by existing providers and planned school provision, or whether further expansion is required, is still to be determined with ECC as

part of their sufficiency strategy (which is being prepared). Recommendations are likely to include either additional SEND provision at mainstream schools, a new facility (or facilities) or a combination of both approaches.

Green infrastructure, open space and sports

Current context

Green infrastructure and open space

3.104 Green infrastructure is defined as a network of multi-functional green and blue spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity⁷⁹.

3.105 Reference to green infrastructure within this report includes elements that are also known as 'blue infrastructure', which are water based natural and semi-natural features such as rivers, streams, lakes, ponds and drainage systems.

3.106 A green and blue infrastructure strategy for Uttlesford was prepared by LUC in 2023⁸⁰. This provides a thematic review of the current context within the District. The key strengths and challenges identified include:

- Access to semi-natural greenspaces is low in some population centres including Stansted Mountfitchet, Elsenham and Newport;
- There is a high dependence on cars to access natural greenspaces;
- Active travel provision between settlements, including the Public Rights of Way network, is fragmented;
- Hatfield Forest's ancient woodland provides a critical piece of the green infrastructure network but is subject to significant recreational pressure and links to the surrounding network are limited due to the lack of availability of alternative areas of public open space;
- Habitat connectivity throughout the District is poor, particularly in the landscape surrounding Thaxted and Saffron Walden;
- There are low levels of tree cover in the north and east of the District, and there are opportunities to increase riparian planting;
- Many SSSIs are in a state of unfavourable condition, and the Chalk streams in the District are globally rare habitats that need to be protected from threats such as water pollution and over abstraction;

- The unique historic character of towns, villages and landscape is critical to the success of the local economy and tourist offer in Uttlesford and must be carefully considered when integrating GBI into existing historic townscapes and landscapes;
- New development should be carefully planned and designed to retain local character and support community events/activities, and reduce the likelihood of localised flooding;

3.107 At a county-wide level, the Essex Green Infrastructure Strategy⁸¹ describes the need for green infrastructure in the county and sets a vision and objectives for the delivery of green infrastructure. Green infrastructure is defined within this as a carefully planned network of high quality natural and semi-natural assets and habitat types, of green and blue spaces, and other strategically planned environmental features that maintain and delivers our ecosystem services. It provides multi-functional benefits integral to the health and wellbeing of communities, ecology, and economy of the county⁸². There are 782 square kilometres of green infrastructure in Essex (21% of the total county area). 5.3% of the County is made up of woodland, while there are 4,058 miles of Public Rights of Way⁸³. Natural and semi-natural open space makes up the largest type of green space in Uttlesford, followed by Ancient Woodland, Parks and Gardens, Greenways, and outdoor sports facilities⁸⁴.

3.108 The Essex County Council Green Skills Infrastructure review⁸⁵ outlines where there are opportunities to promote green skills growth across the county. This includes the development of an online access to a hub of experts and expertise, a series of communication tools to increase the speed of information flow between stakeholders, targeted leadership actions to provide more certainty in the demand for green skills and greater emphasis on promoting green skills in Essex.

3.109 The Essex Green Infrastructure Standards⁸⁶ highlights a series of principles and standards for the protection, enhancement, creation, and management of GI in Essex. The application of these principles and standards through development management and planning policy will ensure the delivery of multifunctional, accessible high-quality green infrastructure.

3.110 At the time of drafting this IDP, ECC is preparing an emerging Greater Essex Local Nature Recovery Strategy (GELNRS). ECC is the 'Responsible Authority' for delivering the GELNRS. They will work closely with the Essex Local Nature Partnership to provide direction and ensure key stakeholders, such as Uttlesford District Council and other Essex local planning authorities are engaged. The GELNRS is being prepared for consultation in summer 2024. The GELNRS will form the baseline for habitat information, which

in turn will generate action to promote biodiversity management and improvement (including identifying strategic opportunity areas) and will provide further useful information to identify opportunity areas.

3.111 Country Parks are identified where they meet certain criteria for size and facilities provided. There are two Country Parks located in Uttlesford, Hatfield Forest and Flich Way (the 15-mile recreational route following the former railway line from Braintree to Bishops Stortford). These two district-scale greenspaces are located within the south of the District. Due to the large scale and attractive nature of these spaces they are understood to be well used by residents in Uttlesford and are therefore susceptible to further recreational pressure from proposed strategic allocations⁸⁷.

3.112 Hatfield Forest is a key site in Uttlesford, as it accounts for 75% of the provision of natural and semi-natural green space⁸⁸. Hatfield Forest is a nationally important area of ancient woodland within the District, located directly south of Stansted airport. Designated as a Special Site of Scientific Interest (SSSI) and National Nature Reserve (NNR) for its wide range of intact woodland habitats, it is also the only remaining area of medieval Royal Hunting Forest in the country. Being of both environmental and cultural importance and the largest area of woodland in the District (approximately 400ha), Hatfield Forest is also a Country Park. It forms a large part of the area's access to district-scale open green space and is a critical wellbeing resource. Hatfield Forest is understood to be under significant recreational pressure which has led to the conclusion that the Sites of Special Scientific Interest (SSSI) units here are in unfavorable condition⁸⁹. Provision of additional green infrastructure and open space would help to relieve this. Natural England has advised that a Zone of Influence exists around Hatfield Forest⁹⁰ – development within this area may lead to increased recreational pressure on the site. Development within this zone will be required to demonstrate that it meets the requirements of the Wildlife and Countryside Act (1981) including in relation to potential impacts on Hatfield Forest.

3.113 Beyond the boundaries of the Hatfield Forest SSSI, areas of deciduous woodland and parkland extend into the surrounding countryside. The Flich Way, a Local Nature Reserve (LNR) and Country Park forms a wooded linear pathway and cycle route (NCN16) along a former railway line. The Flich Way connects Hatfield Forest in the west to Great Notley Country Park on the south-eastern boundary of Uttlesford in Braintree District. This provides a connected green corridor, linking assets east-west across the south of the District.

3.114 Other ecologically important habitats in the District are considered to be under pressure include SSSIs at Ashdon Meadows, Debden Water & High Wood (Dunmow), which are

all recorded as being in unfavorable condition⁹¹. Different management practices across the SSSIs have resulted in varying ecological conditions.

3.115 The Uttlesford Open Space Assessment Report and the accompanying Open Space Standards Report (updated October 2023) state that there are a number of different open spaces in the District, falling into a number of typologies. More detail on these spaces is as follows:

- There are 310 sites which are identified as open space provision in the District, equivalent to 694 hectares (7.6Ha per 1,000 population);
- There are seven sites classified as parks and gardens in Uttlesford, equating to over nine hectares at a current provision of 0.1Ha per 1,000 population⁹². This is below the Fields in Trust standard of 0.8Ha per 1,000 population. Whilst 3 of 7 sites are considered low quality they are marginally within this category and it is understood that overall, there are no significant quality issues⁹³;
- There are 67 sites identified as natural and semi-natural greenspace in Uttlesford, equating to over 509Ha at a current provision of 5.58Ha per 1,000 population⁹⁴. This is significantly above the Fields in Trust standard of 1.8Ha per 1,000 population. Access by walking to such spaces is an issue for the District, particularly in settlements with a greater population density including Newport, Stansted Mountfitchet and Felsted. 71% are considered to be good value, including Hatfield Forest⁹⁵;
- There are 119 amenity greenspace sites in Uttlesford, equating to 146.69Ha at a current provision of 1.6Ha per 1,000 population⁹⁶. This is well above the Fields in Trust standard of 0.6Ha per 1,000 population. 78% of sites are considered to be high quality⁹⁷;
- There are 88 sites in Uttlesford identified as provision for children and young people, equating to 9.69Ha at a current provision of 0.11Ha per 1,000 population⁹⁸. This is well below the Fields in Trust standard of 0.25Ha per 1,000 population. 86% of sites are considered to be high quality⁹⁹;
- There are 29 sites classified as allotments in Uttlesford, equating to over 18.62Ha at a current provision of 0.2Ha per 1,000 population¹⁰⁰. This is slightly below standards identified by the National Society of Allotment and Leisure Gardeners. 89% of sites are considered high quality¹⁰¹;
- The majority of the green spaces in Uttlesford (79%) are assessed as being above the threshold¹⁰²;
- Generally most settlements have access to some type of open space. Some rural communities have less access

to some types of open space. Most notably, parks and gardens provision is limited within several settlements¹⁰³.

Highway Greening

3.116 Everyday contact with nature is beneficial for health and well-being, and this is recognised in the Essex Green Infrastructure Strategy¹⁰⁴. Providing sustainable travel options to increase access for these communities to green space will therefore have wider health benefits. As Uttlesford's population increases, there will be further pressure on the existing green infrastructure. Highways greening provides an opportunity to provide smaller scale but wide-ranging green infrastructure and more consistent, closer contact with nature for residents. It also provides opportunity to improve network resilience (through increased shading and sustainable urban drainage), and encourage more active travel by creating visual interest, screening from motor traffic and more pleasant journeys.

3.117 Roads themselves remove and segregate green infrastructure, contribute towards poor air quality, impact on biodiversity, landscape and heritage, through vehicle traffic¹⁰⁵. In recognition of this, the Essex Green Infrastructure Strategy identifies several actions including improvements to Public Realm green infrastructure, creation of green infrastructure in new developments, embedding an 'environmental net gain' principle in Highways Plans.

Sports facilities

3.118 Local health indices are generally better than the national norms¹⁰⁶, underlining the importance of ensuring access to sports and recreation facilities, as part of a wider strategy to ensure that the local population remains physically active and increases its participation.

3.119 The Playing Pitch Strategy¹⁰⁷ identifies current levels of provision within Uttlesford across the public, education, voluntary and commercial sectors. Current levels of facilities supply in Uttlesford appear to be at a good level for the population served¹⁰⁸. The audit identifies a need for additional sports hall provision and water space in Uttlesford. The principal opportunity/challenge for Uttlesford is to ensure that its stock of sports facilities continues to be fit for the future and viable. In Uttlesford, 32.3% of residents live within one mile of a sports hall.

3.120 There are 14 sports halls at 12 sites (42 badminton courts) in Uttlesford. Ten sports halls on nine sites have 3+ courts (a total of 37 courts). This includes the following sports halls:

- Anglian Leisure Joyce Frankland;
- Carver Barracks;

- Dame Bradbury School;
- Felsted Primary School;
- Felsted School;
- Flitch Green Community Centre;
- Great Dunmow Leisure Centre;
- Helena Romanes School & Sixth Form;
- Lord Butler Fitness & Leisure Centre;
- Manuden Village Hall & Sports Trust;
- Mountfitchet Romeera Leisure Centre;
- Saffron Walden County High Sports Centre.

3.121 One sports hall is assessed as good quality (Saffron Walden County High School Centre), the other seven (Anglian Leisure Joyce Frankland, Dame Bradbury School, Felsted School, Great Dunmow Leisure Centre, Lord Butler Leisure Centre and Mountfitchet Romeera Leisure Centre) are rated above average quality.

3.122 There are eight swimming pools at seven sites across Uttlesford. The swimming pools are located at the following locations:

- Felsted Primary School;
- Felsted School;
- Great Dunmow Leisure Centre;
- Hatfield Heath Primary School;
- Lord Butler Fitness & Leisure Centre;
- Pace Health Club (Stansted);
- Rodings Primary School.

3.123 However, only the swimming pools in the Lord Butler Leisure centre and the Great Dunmow Leisure Centre are available for community use.

3.124 There are 14 health and fitness gyms across Uttlesford, offering 675 stations. This includes the following gyms:

- Anglian Leisure Joyce Frankland;
- Carver Barracks;
- Felsted School;
- Fitness Focus Gym Thaxted;
- Golf World Stansted;
- Great Dunmow Leisure Centre;
- Just Gym;
- Lord Butler Leisure Centre;

- Mountfitchet Romeera Leisure Centre;
- Novotel (Stansted Airport);
- Pace Health Club;
- Puregym;

3.125 The Lord Butler and Great Dunmow Leisure Centres are in high demand and both have waiting lists for classes. In addition, there are 11 studios in Uttlesford (nine fitness studios and two spinning studios).

3.126 There are a total of 168 grass playing pitches in Uttlesford for a wide range of sports, as well as ten artificial pitches of which six are in public use. The majority of these are located in Saffron Walden.

3.127 There is one indoor bowls facility in Uttlesford located at Turpins Indoor Bowls in Saffron Walden.

3.128 For most types of facility, according to the Indoor and Built Facilities – Needs Assessment 2023 and the Winter Assessment Report 2024, existing provision is broadly adequate to meet current needs, with the following exceptions¹⁰⁹ :

- Swimming - There is a shortage of water space with a deficit of 152m² (a 4-lane 20m pool is 160m²);
- Football pitches - current spare capacity on adult, youth 9v9, mini 7v7 and mini 5v5 pitches, whilst a shortfall is evident on youth 11v11 pitches. After factoring in future demand, current spare capacity amongst adult, youth 9v9 and mini 7v7 pitches would be utilised, leaving future shortfalls for each. This picture applies generally across the District but there are specific areas where demand exceeds capacity for some types of pitch such as at Saffron Walden, where there is unmet demand for football pitches of all types, as well as at Great Dunmow and Takeley where there is unmet demand for youth 11v11 pitches;
- Rugby pitches - Of the three pitches identified as having potential spare capacity in Uttlesford, none are considered to offer actual spare capacity at peak time for an increase in rugby. If Saffron Walden RFC loses access to the area of land adjacent to its match pitches, the Club reports it will need an additional two pitches to meet demand. On a localised basis there is unmet demand for more senior and mini rugby pitches at Saffron Walden;
- '3G' artificial grass pitches - There is a deficit equivalent to 5.5 full size 3G pitches;
- Gymnastics – there is a need for a larger facility to help Forge Gymnastics Club to meet demand;

- Disabled access - Disabled access is poor at a number of facilities;
- Changing facilities - Changing provision is poor at some sites particularly at outdoor pitches.

3.129 It should be noted that the summer sports assessment was not available to inform this report and therefore when published, may set out additional demand / supply issues for sports facilities.

3.130 Existing key green infrastructure, open space and sports assets facilities are shown on **Figure D-5** in **Appendix D**.

Key delivery organisations

Green infrastructure and open space

- ECC - GI Team;
- Essex Wildlife Trust;
- Environment Agency;
- National Trust;
- Natural England;
- RSPB;
- Sport England;
- Uttlesford District Council.

Sports

- Uttlesford District Council;
- Private sports providers.

Funding

3.131 Funding for green infrastructure, open space and sports facilities is limited. New provision is largely dependent upon Council budgets, local communities and developer contributions, although given sufficient organisation and justification, other grant funding, such as from the Heritage Lottery, is also available. In addition, funding can be applied for to support the efficiency of service provision through bodies such as Sport England. 1Life is Uttlesford’s leisure provider.

3.132 Maintenance of green infrastructure is a key issue as this is generally dependent upon Council budgets which are facing significant pressures, however there is an opportunity for new provision to be maintained using stewardship models within large extensions and new communities.

Uttlesford infrastructure planning approach

3.133 Natural England’s¹¹⁰ Green Infrastructure Framework sets out the standards and recommendations for green infrastructure in England. The Essex Green Infrastructure Standards¹¹¹ also provide more localised standards and requirements. These both require that Local Plans in Essex such as Uttlesford take a strategic approach to planning for the creation, protection, enhancement and management of biodiversity and green infrastructure networks, which is also required by the NPPF. All open space, sports and green infrastructure provision should be planned holistically to maximise the multifunctional uses and benefits.

3.134 The provision standards used to determine deficiencies and surpluses of open space in Uttlesford are set in terms of quality, accessibility and quantity. These standards are outlined in the Uttlesford Open Space Standards Paper¹¹².

3.135 Regarding quality, each type of open space receives a separate quality and value score. This also allows for application of a high and low quality/value matrix to further help determine prioritisation of investment and to identify sites that may be surplus as a particular open space type. When considering value, NPPF refers to attributes to value open space such as beauty and attractiveness of a site, its recreational value, historic and cultural value and tranquillity and biodiversity value.

3.136 Regarding accessibility, accessibility catchments for different types of provision are a tool to identify communities currently not served by existing facilities. It is recognised that factors that underpin catchment areas vary from person to person, day to day and hour to hour. For the purposes of this process this problem is overcome by accepting the concept of ‘effective catchments’, defined as the distance that would be travelled by most users.

3.137 Regarding quantity, quantity standards are set to identify areas of shortfalls and helps with setting requirements for future developments. The recommended quantity standards for Uttlesford are set out in the Table below.

Table 3.1: Recommended quantity standards

Typology	Quantity Standard (hectares per 1,000 population)
Parks and gardens	0.10
Natural and semi-natural greenspace	5.58
Amenity greenspace	1.60

Typology	Quantity Standard (hectares per 1,000 population)
Provision for children and young people	0.11
Allotments / community food growing	0.20

3.138 It is generally a requirement for open space to be provided within the development area and not fragmented, otherwise it is of little or no actual recreational use. Where green infrastructure can be found on a site, the general policy approach is that development should protect and enhance this. This reflects the requirements of the NPPF and the need for Biodiversity Net Gain, set out in The Environment Act (2021). For example, it is stated in the Uttlesford District Council Developer Contributions SPD¹¹³ that the Environment Act 2021 requires a minimum of 10% biodiversity net gain (BNG), with a caveat for a local target for Essex to be agreed.

Key infrastructure planning considerations

3.139 There is no single organisation with a statutory duty for open spaces to be provided or maintained. As such it can be challenging to leverage funding for these spaces.

3.140 To reverse ecological declines, it will be vital for more green infrastructure to be provided within new developments - the requirements for biodiversity net gain which are already required by the NPPF and have risen to 10% with the coming into force of the Environment Act are also likely to result in increased provision of more green infrastructure than would otherwise have been the case. However, it will also be important for more green space to be provided in accordance with the Lawton Principles of bigger, better and more joined up¹¹⁴.

Green and blue infrastructure and open space

3.141 Green infrastructure and Biodiversity Net Gain must be built into design codes and planning policies to ensure that green infrastructure informs the structure of new development. It is assumed that the provision of open space will be provided on development sites according to the Council's standards.

3.142 The Uttlesford Green and Blue Infrastructure Strategy¹¹⁵ identifies a series of strategic opportunities. These include:

District-wide

- Improvements to the Rivers Cam and Slade including creating a continuous green / blue infrastructure corridor and water quality improvements;

- Chalk grassland enhancement through greater connection to roadside verges;
- Improving the footpath network across the District;
- Enhancing the Harcamlow Way;
- Creation of a Nature Network and woodland corridor from Hatfield Forest to Thaxted.

North Uttlesford

- Greening Saffron Walden;
- The creation of a new Country Park site.

Stansted Mountfitchet and Elsenham

- Greening Stansted Mountfitchet and enhancing access to the GBI network.

South Uttlesford

- Enhancement of the Flich Way to improve surfacing and accessibility, access points, the integration and better management of habitats along the route and new onward connections at the western end of the route;
- Hatfield Forest conservation and restoration;
- New Country Park at Easton Park;
- River Roding / Pincey Brook woodland creation;
- River Chelmer green/blue corridor.

Mitigating the impact of development on designated sites

3.143 New development will lead to recreational pressure on designated sites, specifically Hatfield Forest which is designated as SSSI. All new dwellings within the Zone of Influence of Hatfield Forest will be expected to contribute to the Strategic Access and Monitoring Package that will be implemented by the National Trust as owners. This will include a mix of new infrastructure and management measures.

3.144 In order to mitigate impact on Hatfield Forest from the proposed strategic allocations, the Council has commissioned work by LUC to demonstrate that suitable alternative natural greenspace sites (SANGS) can be delivered within the proposed strategic allocation sites (those which fall into the Hatfield Forest Zone of Influence). These are set out in the infrastructure schedule in **Appendix C**. It is likely that these can be provided as part of the overall open space provision required by open space policies. Natural England's response to the IDP consultation specified the importance of SANGS being complete and accessible by the time of occupation of the first dwelling.

Open space

3.145 Open space will be required to be delivered within the proposed strategic allocations in accordance with Council policies, in terms of typology, quantity and standard. These should be delivered in accordance with the Council's guidance on planning obligations and the most up to date standards. The requirements from the proposed strategic allocations set out in the infrastructure schedule in **Appendix C**.

Allotments / Community Food growing

3.146 In accordance with the Natural England Green Infrastructure Framework and Essex County Council GI standards, flexible opportunities for food growing should be incorporated into new developments. The requirements for these areas have been sized based on the recommendations of the open space assessment, see the infrastructure schedule in **Appendix C** for more details.

Sports facilities

3.147 The delivery of residential sites is likely to create demand for new or expanded sports facilities. A strategic approach is needed to meeting needs.

3.148 Playing pitches should be provided in accordance with the standard set out in the Council's adopted policies, in accordance with the Council's most recent Playing Pitch Strategy¹¹⁶ and in accordance with local evidence at the time. Current requirements are set out in the infrastructure schedule in **Appendix C** however it is possible that different solutions may come forward based on the evidence available as planning applications are submitted. In particular, artificially surfaced multi-use games areas can be used more intensively than traditional grass pitches and can therefore reduce the grass pitch requirement.

3.149 Under the Indoor and Built Sport Facilities Strategy, investment to maintain facilities is proposed at the following locations:

- Anglian Leisure Joyce Frankland;
- Dame Bradbury School;
- Felsted School;
- Great Dunmow Leisure Centre;
- Helena Romanes School and Sixth Form;
- Lord Butler Leisure centre;
- Mountfitchet Romeera Leisure centre;
- Saffron Walden County High Sports Centre;
- Turpins Indoor Bowls centre;
- Commercial fitness gyms.

3.150 In addition, additional swimming pool space is also required.

Health and Wellbeing

Current context

3.151 Existing Health and wellbeing facilities are shown on **Figure D-6** in **Appendix D**.

Primary Care (GP) Services

3.152 The provision of GP Surgeries in Uttlesford is managed by the NHS Hertfordshire and West Essex Integrated Care Board (HWEICB). The HWEICB are responsible for delivering health and social care to a population of 1.65 million.

3.153 GP surgeries in Uttlesford are located in the following practices:

- Elsenham: Elsenham Surgery;
- Great Dunmow: Angel Lane Surgery and John Tasker House Surgery;
- Hatfield Heath: Eden Surgery;
- Newport: Newport Surgery;
- Saffron Walden: The Gold St Surgery and Crocus Medical Practice;
- Stansted Mountfitchet: Stansted Surgery;
- Thaxted: Thaxted Surgery.

3.154 Primary care is provided over two administrative areas – Uttlesford North and Uttlesford South. Information provided by the NHS sets out that capacity in Uttlesford North is able to serve the current population due to recent relocation of Crocus Surgery in Saffron Walden and improvements in Thaxted but will not be able to easily accommodate additional growth without further improvements / expansion. Capacity in Uttlesford South is significantly constrained and not able to meet the current population. This is being remedied by the planned construction of a new surgery in Felsted to replace the current one, and utilisation of Dunmow Community Clinic for primary care. These new improvements are not designed to accommodate additional growth which comes through the emerging local plan¹¹⁷, and as such further improvement/expansion will be necessary.

3.155 In relation to future health infrastructure, the NHS long term plan sets out a framework where community-based healthcare is integrated to meet the needs of a changing population.

3.156 Planned growth within Uttlesford, together with the complexities of patient demand will mean that, for health and care services to meet needs, a much more integrated

approach will be taken between different sectors within health, and those across health and social care, and between physical and mental health.

3.157 A headline commitment in the NHS' Long-Term Plan; taken forward by the HWEICB as a strategic ambition, is the improvement of primary and community and mental health care outside of hospitals.

3.158 Of relevance to both the emerging Uttlesford Local Plan and supporting Infrastructure Delivery Plan, the HWEICB is producing an Estate Infrastructure Strategy. As this work progresses, there will be a need for continued dialogue, and alignment between this document and the draft Local Plan.

3.159 The NHS has set a net zero target to be reached by 2040 for its own project programmes, with an ambition to reach an 80% reduction by 2028 to 2032. Of note, recent NHS strategies include the Greener NHS which is a programme which shares ideas on how to reduce the impact on public health and the environment, save money and reach net carbon, plus there is the recently published (Feb 2023) NHS Net Zero Building Standard¹¹⁸ which provides technical guidance to support the development of sustainable, resilient and energy efficient buildings that meet the needs of patients now and in the future. This standard is relevant to new build and upgrades to existing healthcare buildings.

Hospitals

3.160 Healthcare provided by the NHS in Uttlesford comes under the Hertfordshire and West Essex Sustainability and Transformation Partnership.

3.161 The only hospital located in Uttlesford is Saffron Walden Community Hospital, which is managed by the Cambridge University Hospitals NHS Foundation Trust. There are, however, several hospitals located in neighbouring Districts which serve Uttlesford residents in the following locations:

- Bishop's Stortford: Herts and Essex Community Hospital;
- Cambridge: Addenbrooke's Hospital and Fulbourn Hospital;
- Braintree: Braintree Community Hospital, St Michael's Hospital; Halstead Hospital;
- Harlow: Princess Alexandra Hospital (which is soon to be relocated to a new facility – see 'infrastructure planning approach' section below).

3.162 GP services and hospitals will need to reconfigure their care infrastructure to cope with an ageing population and to centralise support functions and services.

Dentists

3.163 There are 16 dentists (NHS and private) in Uttlesford, located in Saffron Walden, Great Dunmow, Stansted Mountfitchet, Takeley and Thaxted.

Social care

3.164 Social care for both adults and children is provided by ECC which is also responsible for making specific provision of built infrastructure for care services such as extra care. The ECC Organisation Plan sets out ECC will work with all system partners to optimise the integration of health and social care, including community-based solutions, hospital avoidance, hospital discharge and reablement services. ECC has prepared an adult social care market shaping strategy¹¹⁹ in collaboration with care providers in order to best understand current provision, stimulate a diverse range of care and support services to meet needs so that residents can live their lives to the fullest and to ensure that the care market remains vibrant and stable.

Mental Health

3.165 Residents of Uttlesford can access mental health services 24/7 via NHS 111 Press 2 for Mental Health¹²⁰. The Essex Partnership University NHS Foundation Trust (EPUT) provides a range of mental health support services within Uttlesford and neighbouring Districts, enabling residents to be treated by community and inpatient mental health team.

3.166 Self-referral talking therapies are provided through the HWEICB.

Homelessness

3.167 The Homelessness Strategy¹²¹ sets out the context of homelessness both nationally and locally and reviews the levels of homelessness within the District. Homelessness has increased within Uttlesford, as it has nationally, over the past 4 years. The principal services to assist in preventing homelessness and rough sleeping in Uttlesford are:

- Young person homelessness support services from ECC. This includes working to the Essex wide Joint Protocol on 16/17 year olds and the Nest Young Person Supported Accommodation service;
- Floating Support Services from Peabody;
- Domestic Abuse services from Next Chapter;
- Tenancy management for Council and RSL stock;
- Housing Benefit Visiting Officer/ Welfare Officer;
- DWP support;

- Probation/Community Rehabilitation Company – Including Essex Prison Release Housing Protocol;
- ECC Adult and Children Services;
- Community Mental Health Services;
- Addiction Services – Open Road and ADAS;
- Bromfield House Supported Housing Scheme;
- Railway Meadow Mother and Baby Unit – nomination rights to 4 bed spaces;

3.168 There are also independent voluntary sector services within Uttlesford, some that receive Council grant funding that also support Council officers in their work on preventing and relieving homelessness.

Key delivery organisations

- Hertfordshire and West Essex Integrated Care Board;
- Hertfordshire Community NHS Trust;
- Mid and South Essex NHS Foundation Trust;
- East Suffolk and North Essex NHS Foundation Trust;
- NHS Property;
- Mental Health Services;
- ECC – Public Health;
- Cambridge University Hospitals Trust.

Funding

3.169 Funding for GPs currently comes from the Improvement Grant – a nationally allocated grant based on evidence of need submitted by GPs. This covers 66% of the cost of the improvements, with the GPs having to resource the remainder from their own funds or fundraising. Developer contributions can be used where these are justified, for example where large-scale new development is being provided such as a new town.

3.170 Funding for hospitals and mental health services is allocated on a national basis by the NHS.

3.171 Funding for dentists is generally private, with support from the NHS.

3.172 Funding to help address homelessness largely comes from Uttlesford District Council as well as charities and voluntary organisations.

Uttlesford infrastructure planning approach

3.173 The planning approach is outlined in the Healthcare section of the Developer Contributions SPD¹²². NHS Hertfordshire and West Essex Integrated Care Board

(HWEICB) will assess planning applications for the effect they have on primary healthcare provision within the healthcare catchment of the proposed development. The capacity of a general practice (whether there is a surplus or a deficit) is a factor of the net internal area in square metres (m²) occupied by the practice and the size of the practice list.

3.174 According to current figures provided by the HWEICB within their response to the regulation 18 local plan consultation, a contribution of £1,219,908 per dwelling is required as a starting point, if an enhancement of existing facilities is needed or new provision is required. Related build costs must also be factored in, such as:

- Base build cost;
- Externals allowance;
- Preliminaries;
- Risk allowance such as general price and design risk;
- Construction risk allowance;
- Contractor's overheads and profit;
- Fit out allowance such as General Equipment/ IT/ Data;
- Professional fees;
- Sustainability Allowances (if relevant to local area); and
- Contingencies.

3.175 The Essex Design Guide Active Design principles embed connection with healthy placemaking. Applicants should utilise Health Impact Assessments and submit these with planning applications to offer a greater understanding of what considerations their scheme has had for health, wellbeing and the environment as part of their development proposal. This will ensure there is a wider focus on health and well-being rather than just on primary healthcare provision and general practice.

3.176 New residential development will be expected to contribute towards the provision of additional health care infrastructure generated by its population growth where there is insufficient existing capacity, which must be well located to serve the development. This may include financial contributions and/or the provision of land and buildings to enable the provision of GP surgeries and other health facilities to serve the local population, or the upgrading or extension of existing facilities in some locations.

3.177 Other health and wellbeing services are, generally, not funded through developer contributions although there may be some cases where a development can deliver benefit to health and wellbeing services which is not through direct funding (such as replacement of a building).

Key infrastructure planning considerations

3.178 The HWEICB advises that it has and will continue to actively address GP capacity issues arising from speculative planning applications coming forward within Uttlesford. It advises that additional housing growth over the period to 2041 will inevitably present additional capacity challenges for the primary care networks in meeting the primary healthcare needs of new residents.

3.179 The HWEICB and their system partners are now beginning to explore other project opportunities and funding sources to accommodate additional growth, which would deliver integrated healthcare over primary, secondary and community and mental health settings, to support the Council's preferred spatial distribution of growth. It has been advised that there will be a greater reliance on securing developers contributions on future health infrastructure projects across the Health and Social Care sphere.

Primary Care Networks

3.180 In the HWEICB there are 34 Primary Care Networks (PCNs) across the 14 localities; each covering a population of between circa 27,000 and 68,000 patients.

3.181 The HWEICB keeps up to date PCN patient lists and closely monitors the current and future capacity of GP surgeries against local plan allocations / housing trajectories. There are 2 PCNs that fall within Uttlesford, listed below, together with the patient list size, as of January 2023.

- North Uttlesford PCN – Patient list size – 41,825;
- South Uttlesford PCN – Patient list size – 54,206

North Uttlesford PCN

3.182 This PCN includes the areas of Saffron Walden, Newport and Thaxted¹²³.

3.183 Gold Street Surgery in Saffron Walden has an identified need for additional space and for compliant premises. The current surgery premises are relatively outdated and cannot easily facilitate new patients arising from new developments in Saffron Walden.

3.184 Following close working with Uttlesford District Council, a significant footprint of underutilised space has been found at the District Council Offices located close to the existing Gold Street Surgery. Work is ongoing to review the potential for relocation of the surgery to this space. Developer contributions may be proportionately required to enable this relocation and fit out, in relation to the extended capacity which would be provided.

South Uttlesford PCN

3.185 This PCN includes the settlements of Stansted Mountfitchet and Elsenham, and those located south of these.

3.186 In relation to Stansted Mountfitchet and Elsenham, it is understood that there is scope to increase capacity at Stansted GP practice, however this will need to be funded by developer contributions. Potential expansion at Elsenham Surgery will be kept under review.

3.187 With regards to Takeley, the HWEICB has secured a land option for a new health facility at Warish Hall Farm committed development. However, given the large proposed strategic allocation the ICB considers it may be necessary to obtain an option for land in the North East of Takeley site.

3.188 The existing GP practices at Great Dunmow are constrained, a new primary care centre would be required to support growth here and it is proposed that this would be located in the proposed strategic allocations, subject to masterplanning.

3.189 Emerging technologies to enable people to access healthcare via the internet such as virtual consultations and healthcare monitoring is likely to help free up capacity over the plan period, however the amount of capacity this will provide is unclear at present¹²⁴.

Hospitals

3.190 The aforementioned hospital trusts were contacted during the preparation of this report but did not raise any strategic infrastructure needs which would arise specifically from the growth proposed in the Submission Local Plan. Princess Alexandra Hospital NHS Trust has been granted funding by the Government to construct a new Hospital in Harlow, which although outside the District, is likely to serve residents of Uttlesford¹²⁵.

Acute care, pharmacies, dental, optometry, social care, mental health and homelessness

3.191 As set out above, even though new development may increase demand on these services, need for new infrastructure is not always a direct consequence of growth, as additional services can be delivered within the same infrastructure, and these services are typically funded through general taxation, council tax or in the case of pharmacies, via the business models of individual organisations. Neither the ICB nor ECC has not raised any specific infrastructure needs relating to these services.

Utilities

3.192 Existing Key Utility infrastructure is shown on **Figure D-7** in **Appendix D**.

Current context

Water supply

3.193 Affinity Water is responsible for providing the District with fresh drinking water. This is provided from a combination of groundwater and surface water abstractions, some of which are outside the District.

3.194 As set out in the 2009 District Water Cycle Study¹²⁶, the District is partly underlain by a chalk aquifer of regional importance. The Environment Agency (EA) currently classes the surface water and groundwater resources within the District as over-licensed or over-abstracted, meaning that there is no additional water available for supply.

3.195 A Draft Stage 2 Water Cycle Study¹²⁷ has been prepared by JBA Consulting Ltd on behalf of Uttlesford District Council. Affinity Water (AfW) in their role as water supplier for the region, Anglian Water (AW) and Thames Water (TW) as the sewerage undertakers were consulted during the production of this report

3.196 A key issue in relation to water supply is the over- abstraction of ground and surface water which already occurs in the area. This is resulting in negative effects on chalk streams in the District and surrounding area, which are environmentally diverse features. The Environment Agency is undertaking a review of abstraction licences across the country in order to help address these issues .

3.197 Due to the need to conserve water resources, the stage 2 water cycle study recommends that as a minimum the proposed new Building Regulations target of 100l/p/d outlined in Defra's Plan for Water¹²⁸ be adopted across Uttlesford using a fittings-based approach. This should be supported by the requirement for non-household development to achieve three credits in the assessment category WAT01 of the BREEAM UK New Construction Standard. The study states that the Local Plan should allow for a future reduction in the Building Regulations target to 90l/p/d in 2030. As such, developers should be encouraged to achieve 90l/p/d or lower, especially on larger strategic sites aligning with the Chalk Stream Strategy.

3.198 The Uttlesford Water Cycle Study Addendum to Stage 1¹²⁹ states an increase in water demand due to growth can exceed the hydraulic capacity of the existing supply infrastructure. This is likely to manifest itself as low pressure at times of high demand. The Stage 2 Water Study identified that upgrades to the water supply network will be required in order to serve the proposed strategic allocations without a detriment to existing customers.

3.199 The Affinity Water Management Plan¹³⁰ outlines the plans to provide a reliable, resilient, efficient and affordable water supply to customers from 2020 to 2080, whilst

protecting the environment. In their Regulation 18 representation they noted that "*the pressures at the critical points in the network due to the new developments are such that major reinforcements in the network in the Uttlesford District Council area will be required. This normally means new pipelines although in some cases new pumping stations will also be required. There is sufficient water supply in the region.*"

3.200 Anglian Water supply a large extent of the area surrounding Uttlesford, which is relevant in this context. The Anglian Water Resources Management Plan¹³¹ sets out the strategy for managing the water supplies in the region to meet current and future needs over a minimum period of 25 years. Affinity Water and Anglian Water have agreements over the transfer of water supply between the two companies.

3.201 The Water Resources South East (WRSE) plan¹³² covers the period until 2075 and seeks to:

- Ensure there is enough water for a growing population and to support economic growth;
- Improve the environment by leaving more water in the region's rivers, streams and underground sources;
- Increase the region's resilience to severe drought and other extreme shocks and stresses;
- Addresses the impacts of climate change on demand for water and how much is available.

3.202 By 2035 the regional plan proposes to:

- Complete the construction of one new reservoir in Hampshire and start to build one new reservoir in Oxfordshire (SESRO) and one in Kent;
- Develop an inter-regional water transfer scheme using the Grand Union Canal to transfer water from the Midlands to the South East;
- Develop six water recycling schemes in London, Kent, West Sussex, Hampshire and the Isle of Wight;
- Develop six groundwater schemes across the region to store extra water in these sources;

3.203 Between 2035 and 2075 the plan proposes to:

- Complete the construction of the new reservoirs in Oxfordshire and Kent, and construct new reservoirs in West Sussex and East Sussex;
- Build six desalination plants in Kent and West Sussex;
- Develop eleven groundwater schemes across the region;
- Develop three more water recycling schemes in Kent, West Sussex and East Sussex;

- Develop new transfers from new strategic sources of water (such as reservoirs) to move more water around the south east.

Waste water treatment

3.204 Waste water services are currently split between Anglian Water and Thames Water, with Anglian Water operating in the northeast of the District and Thames Water operating in the south-west. The Anglian Water Annual Integrated Report¹³³ sets out the key issues arising in relation to the treatment of water. These include increased water usage per capita as more people were working from home during the pandemic and a higher number of pollution incidents than government targets provide for. The high number of pollution incidents reflects the ageing infrastructure in place and the company's pollution incident reduction plan sets out significant ambitions to improve infrastructure in order to reduce leaks. A pollution incident task force has been set up to specifically address this issue¹³⁴.

3.205 The Braintree, Rayne and Bocking water recycling centres managed by Anglian Water are located outside the boundary of Uttlesford but have catchment areas within the District.

3.206 The Environment Agency has overall responsibility for setting limits monitoring and regulating discharges to watercourses from water recycling centres (WRCs).

3.207 The Environment Act (2021) placed a legal duty on water companies to progressively reduce the adverse impacts of discharges from storm overflows. The storm overflow reduction plan (Department for Environment, Food & Rural Affairs, 2023) sets the following targets:

- By 2035, water companies will have: improved all overflows discharging into or near every designated bathing water; and improved 75% of overflows discharging to high priority sites;
- By 2050, no storm overflows will be permitted to operate outside of unusually heavy rainfall or to cause any adverse ecological harm.

3.208 The Thames Water drainage and wastewater management plan portal¹³⁵ sets out that the area of Uttlesford served by Thames Water is at very significant risk of pollution incidents and sewer collapses. The portal also identifies that predicted STW compliance in 2050 is at risk of not meeting requirements. Thames Water are in the process of identifying potential options to resolve these issues¹³⁶. Increasing wastewater outputs into this system may lead to an exacerbation of the current issues.

Electricity

3.209 Electricity is distributed nationally by National Grid through high voltage transmission lines and infrastructure (at 275 and 400 kilovolts [kV]). Local electricity distributors distribute from national grid infrastructure to properties using lower voltage lines (typically 33kV overhead or 11kV underground). Electricity in Uttlesford is distributed by UK Power Networks.

3.210 Uttlesford is served one national grid sub-station at Pelham, and by three 132/33kV local grid substations, located in Bishop's Stortford, Braintree and Thaxted. From these, further transmission infrastructure and a further ten substations distribute electricity to premises.

3.211 It is important to note that the substations at Bishop's Stortford and Braintree are shared assets, and so the capacity of these will depend on growth in adjacent areas.

Gas

3.212 National Grid distributes gas around the UK at high pressure. This is distributed on a local basis by eight different distribution networks, some of which are owned by National Grid. Uttlesford is served by National Grid Gas Distribution Ltd. There is one strategic gas pipeline route that runs through Uttlesford which is owned and operated by National Grid. Due to the rural nature of Uttlesford, many properties are not connected to the gas network.

Broadband and telecoms

3.213 High speed internet is provided either through cables or masts (for example mobile phone masts). Telecoms provided through cables are defined as 'fixed' telecoms whilst the network of transceivers mounted on masts or tall buildings is often categorised as 'mobile' telecoms.

3.214 Fixed telecoms are provided by commercial suppliers, in Uttlesford these include OpenReach, Gigaclear and Virgin Media O2, and there will also be other commercial operators. These companies supply individual premises with connections however due to legacy issues relating to the infrastructure which is already in place and when this installed data speeds can often be lower in some areas than others.

3.215 According to September 2023 data from ThinkBroadband for fixed infrastructure telecoms, connectivity is slightly below average within Uttlesford¹³⁷, with 97.3% of properties having access to superfast broadband (download speed of 30 megabits per second [Mbps] or more), with the national average for District and Unitary authorities being 97.7%. 70.9% of properties can access ultrafast broadband (100Mbps or more) which is lower than the national average for District and Unitary authorities, which is 79.1%. 67.7% of premises can access 1 gigabit per second speeds (a gigabit is

1000 megabits), this is below the national average for District and Unitary authorities which is 77.8%. Furthermore, ThinkBroadband estimates that 1.52% of premises in Uttlesford do not meet the Universal Service Obligation (USO), which requires speeds of at least 10Mbps download and 1Mbps upload. The average for District and Unitary authorities is 0.90%. Overall, the picture is that a relatively high proportion of Uttlesford residents do not have access to internet speeds which are needed to meet an average household's digital needs¹³⁸, and that internet speeds across the District are below average.

3.216 ECC's Digital Essex Programme is supporting the expansion of superfast coverage to 99% and working with BDUK on Project Gigabit to raise gigabit coverage to 85% by 2025. Previous work by ECC and UDC was through a phase 3 delivery programme with Gigaclear. Although the commitment for Phase 3 in Uttlesford was due to be complete by June 2023, there have been delays to the programme and it remains ongoing¹³⁹.

3.217 The UK Telecoms Infrastructure Review was published in 2018¹⁴⁰. It sets out the Government's ambition to roll out full fibre connections to all premises by 2033. This can provide speeds of up to 1 gigabit per second. As of August 2023, gigabit-capable broadband is available to 20.8m homes (70%). In accordance with their ambitions, the government has announced £5 million of funding for project gigabit – a project to help deliver gigabit speed internet to 510,000 premises, beginning in 2022.

3.218 BDUK have identified that there is significant planned commercial activity within Essex leaving only a limited number of premises eligible for subsidy with not enough premises available for a viable procurement project. Whilst there will be no funding as part of a Project Gigabit intervention BDUK are offering support through a Gigabit Voucher scheme offered to broadband suppliers as an alternative intervention within Essex.

3.219 Generally, new developments are expected to include Gigabit connections broadband connections to all new premises¹⁴¹.

3.220 The Digital Strategy for Essex was published in 2022. This sets out the following key ambitions:

- Superfast speeds available at all premises in Essex;
- Gigabit-capable services available at more than 85% of premises in Essex;
- 4G services available at over 99% of the Essex geography;
- 5G services available at all key employment locations and in identified priority areas.

Delivery organisations

Water supply and waste water treatment

- Affinity Water;
- Thames Water;
- Anglian Water.

Electricity and Gas

- National Grid;
- UK Power Networks.

Telecoms

- Gigaclear;
- BT Openreach;
- Virgin Media O2.

Funding

Water supply and waste water treatment

3.221 Funding for water supply and water treatment processes comes generally from the commercial operations of the relevant water companies. Where new development comes forward the expectation is that the development will provide for the cost of new infrastructure¹⁴².

Electricity and Gas

3.222 Funding for electricity and gas infrastructure comes generally from the commercial operations of the relevant companies and from government funding for major upgrades. Where new development comes forward the expectation is that the development will provide for the cost of new infrastructure^{143,144}.

Telecoms

3.223 Funding for telecoms generally comes from the commercial operations of the relevant companies, although national and local government funding is also used to deliver services which are less viable to reach (such as the Support from ECC's Digital Essex Programme).

3.224 Where new connections are needed as a result of development, a connection charge is usually applied. These are different across the service providers.

Uttlesford infrastructure planning approach

3.225 The Uttlesford SPD sets out that, in accordance with ECC's Developer's Guide to Infrastructure Contributions,

applicants are expected to contribute to the infrastructure required to mitigate their developments impacts.

Water supply and waste water treatment

- Each potential development site will require a water supply and treatment infrastructure assessment during the planning stage.

Electricity and Gas

- The emerging Local Plan's growth may have impacts on the area's electricity grid. Initial consultation with UK Power Networks shows several of the proposed strategic allocations will require upgrades to the grid, as is typically the case.

Broadband and Telecoms

- Market forces can result in new developments being fitted with broadband. However, achieving gigabit level broadband speeds is likely to require Local Plan policies to encourage this in the District, in both existing and new neighbourhoods.

Key infrastructure planning considerations

Water supply

3.226 In previous years, Affinity and Anglian Water have identified that a significant shortfall of water is likely to arise in their respective areas, including Uttlesford. A key proposed solution to this is the construction of a new reservoir in Lincolnshire known as the South Lincolnshire Reservoir. Water will be transported from here into the southeast of England, helping to boost supplies. This project is at an early stage and is yet to secure the necessary consents. As a large infrastructure project, the relevant regime will be the nationally significant infrastructure projects determination process, under the provisions of the Planning Act 2008. At present, construction of the reservoir is planned for 2029, and it is anticipated to be ready to supply water by 2039-41¹⁴⁵.

3.227 In addition to the above, Anglian Water is building a 71km pipeline between Bexwell and Bury St Edmunds to improve the water supply in the east of England, specifically the areas it serves surrounding Uttlesford¹⁴⁶. This is part of a programme of constructing 500km of new pipeline from Elsham in Lincolnshire to Colchester, including links to supply Uttlesford. The Bexwell to Bury section will be operational by 2025. The new pipeline infrastructure will eventually link Uttlesford to the South Lincolnshire reservoir.

3.228 Affinity Water's draft Water Resources Management Plan (WRMP) also sets out five other strategic resource options (SROs) that could increase future supply.

3.229 Discussions have been held with Affinity Water which, on the basis of the strategic resource options referred to above do not consider that the growth proposed in the Submission Local Plan will give rise to any challenges of water supply.

3.230 Anglian Water are also developing new strategic water resources, including the proposed Fens Reservoir, located north of Chatteris in Fenland District.

3.231 On a site specific basis, the Draft Stage 2 Water Cycle Study concludes that upgrades to the water supply network will be required in order to serve the proposed strategic allocations without a detriment to existing customers. It recommends the following:

- Affinity Water should undertake network modelling where appropriate to ensure adequate provision of water supply to new sites without detriment to existing customers and feedback to UDC on implications for phasing of sites;
- Developers and UDC should undertake early engagement with Affinity Water to ensure infrastructure is in place prior to occupation;
- UDC should obtain infrastructure maps from AfW to ensure existing water supply infrastructure is taken into account in site layout.

Waste water treatment

3.232 As outlined in the Stage 2 Water Cycle Study, an assessment of waste water infrastructure finds that the following sites received a green score in relation to the foul sewer network and the surface water sewer assessment:

- Land east of Station Road, Elsenham;
- Employment land north of Takeley Street, Takeley.

3.233 Land east of High Lane and Land at Walpole Meadows, Stansted Mountfitchet received a green score in relation to the foul sewer network assessment and an amber score in relation to the surface water sewer assessment. Whilst Stansted Mountfitchet and Bishops Stortford WwTW are likely to be close to or exceeding their flow permit by 2035. This will however not be an immediate issue and it is recommended that liaison between Uttlesford District Council and Anglian Water take place to ensure the full amount of growth proposed in the relevant catchment area is taken into account in the next Asset Management Plan (AMP) period (AMP 9 – 2030-2035)'.

3.234 Land east of Shire Hill Farm and south of Radwinter Road, Saffron Walden was given an amber assessment for foul sewer network. The Stage 2 water cycle study identified that this area is vulnerable to capacity issues from 'creep',

assumed to be gradual accumulation of demand from new development such as windfall development.

3.235 Land off The Broadway and Land east of B1008, Great Dunmow was given an amber assessment for both foul sewer network and surface water drainage.

3.236 Land at Warrens Farm and Land at Warish Hill Farm, Takeley, was given a "red" assessment along with the comment that the "*scale of development is likely to require upgrades to the wastewater network*". The Thames Water response to the regulation 18 local plan raised that it would be appropriate to begin the preparation of a phasing plan at the earliest opportunity. The JBA Stage 2 Water Cycle Study recommends that Thames Water and site promoters identify the feasibility of new development expected to connect to Takeley WwTW being connected to Bishops Stortford, or an equivalent flow diverted.

3.237 Related to the above, Water quality modelling was undertaken by JBA as part of their Stage 2 Water Cycle Study. Their analysis identified potential worsening of water quality can be overcome through infrastructure upgrades and in the case of Phosphate output at Great Easton, tightening of environmental permitting. The analysis identified that ammonia output at Great Dunmow cannot be overcome, even accounting for an upgrade. The potential solution set out in the Water Cycle Study report is, as above, to connect growth in the south of Uttlesford to treatment plants in Bishops Stortford, in East Hertfordshire. The potential for a physical connection between these areas and Bishops Stortford, and the potential capacity to accommodate Uttlesford foul water will need to be further investigated.

3.238 Furthermore, the Stage 2 Water Cycle Study report analysis sets out that water quality deterioration at Little Hallingbury Marsh SSSI and Thorley Flood Pound SSSI cannot be avoided, even with infrastructure improvements. This is a result of growth within both East Hertfordshire and Uttlesford, with 90% of the growth arising in East Hertfordshire. Further discussion between the two councils is recommended.

3.239 Developers will be expected to work with the sewerage undertaker closely and early in the planning promotion process to develop an Outline Drainage Strategy for sites. The Outline Drainage strategy should demonstrate the wastewater assets required, their locations including points of connection to the public foul sewerage, whether the site drainage will be adopted by the water company and if any sewer requisitions will be required.

3.240 It is important that when planning upgrades at WwTW that the full quantum of growth, including from neighbouring LPAs is taken into account. Population estimates within Anglian Water's Drainage and Wastewater Management Plan

suggest that they may have underestimated growth within the catchments of Great Dunmow and Saffron Walden WwTWs.

Electricity

3.241 Discussions with UKPN have highlighted that there are a number of pressures on the electricity infrastructure arising from the presence of more and smaller generating stations, such as solar farms and even micro-generation on homes and other premises. As such, UKPN is investing in more dynamic grid infrastructure to account for this, having become a distribution systems operator in 2023.

3.242 Another key issue will be the anticipated move away from gas as an energy source, which is likely to result in increased demands on the electricity network. The implications of increased home working are also likely to result in more resources being utilised than previously.

3.243 Increased use of electric vehicles will result in greater demand for electricity. Smart charging will be vital to ensure that peaks in demand are reduced but it is still anticipated that the demand for electricity will increase¹⁴⁷.

3.244 The National Grid and UKPN have modelled all of the above matters and predicted use factors for persons in the future. These in turn have been used to assess the proposed strategic allocations in the Submission Local Plan. As is typically the case, new grid infrastructure will be needed to provide electricity to the new developments. Details are set out in the infrastructure schedule in **Appendix C**.

Gas

3.245 Gas use is expected to decline in Uttlesford, as with the rest of the UK as consumers transition to more sustainable forms of energy. The UK Government considers that hydrogen may be a replacement for gas and has set out its hydrogen strategy. The key implications of this for Uttlesford are to ensure that 'hydrogen ready' technology is used where new or replacement equipment such as boilers are installed, potentially by 2026. In future the current gas transmission network may be used for hydrogen, but changes are likely to be required before this can occur. The timescales for this are unclear.

Telecoms

3.246 Gigabit telecoms are essential in helping to address the key issues of climate change by offering people the opportunity to access services and employment from home, and to make sure that businesses in Uttlesford can reach a wide clientele and engage in global collaboration.

3.247 The rural nature of Uttlesford, which results in a dispersed settlement pattern creates difficulties in delivering gigabit internet to commercial operators. However there are

numerous projects coming forward, see the infrastructure schedule for more detail in **Appendix C**.

Waste management

Current context

3.248 ECC is the Waste Planning Authority for Uttlesford. Of the 21 major public-facing recycling centres for household waste in Essex, Saffron Walden Recycling Centre is the only one located in Uttlesford. According to information gathered from ECC, this is understood to be operating at or very near to capacity at peak times.

3.249 There are also approximately 22 smaller and local sites in Uttlesford where residents can take recyclable textiles and glass.

3.250 The one municipal waste transfer station in Uttlesford is in Great Dunmow and is safeguarded as integral to managing household waste sustainably. However, this facility is currently not operating as a waste transfer station (WTS) (it is being used as a highways depot). All of UDC recycling, residual and food waste is being transported to the Braintree WTS. Growth in Uttlesford will at some point require the remobilisation (and potential expansion) of the Great Dunmow WTS or expansion at Cressing. Furthermore, Cordons Farm at Long Green in Braintree also takes waste arising in Uttlesford.

3.251 Waste recycling centre sites located outside of the plan area in Braintree, Chelmsford, Mountnessing and Harlow are used by residents of Uttlesford. These are also understood to be operating at or near capacity at peak times. As such, housing growth in the District will need to be accompanied by expansion of existing and delivery of new waste infrastructure, which may require investment in sites outside of Uttlesford District or additional small scale infrastructure within the District area.

3.252 The waste local plan¹⁴⁸ sets out that to ensure there is sufficient waste capacity in the waste local plan area, a number of new waste facilities will be required. These will not be facilities open to the public such as recycling centres, but rather for the transfer, processing or disposal of waste. Strategic allocations for new waste management facilities have been identified at Elsenham, Crumps Farm, Great and Little Canfield, Newport Quarry and Little Bullocks Farm, Great and Little Canfield.

3.253 Key waste management infrastructure is shown in **Figure D-8** in **Appendix D**.

Delivery organisations

- ECC - Waste Planning Authority;
- Waste Management site operators

Funding

3.254 Waste treatment/disposal is generally undertaken by commercial companies. Waste collection, hauling, handling, bulking etc is undertaken by a mix of public and private operators. However, some waste management facilities are provided by ECC, with collections undertaken by Uttlesford District Council. These facilities are dependent on Council funding¹⁴⁹. The funding of infrastructure for waste facilities handling household waste comes from the local government either through direct capital funding or through revenue payments made to the waste management companies by contracted arrangements.

Uttlesford infrastructure planning approach

3.255 The Uttlesford SPD sets out that, in accordance with ECC's Developer's Guide to Infrastructure Contributions, applicants are expected to contribute to the infrastructure required to mitigate their developments impacts.

Key infrastructure planning considerations

3.256 The capacity of waste recycling centres plus growth may require expansion of recycling centre facilities to accommodate the demands of new housing. Discussion with ECC has identified that a project to consider improvements within the current Saffron Walden Recycling Centre Site are being considered, although there are no specific proposals at this stage.

3.257 ECC has raised the possibility that the former waste transfer station at Great Dunmow may need to be remobilised to accommodate additional waste arising from new development. The timing of this is unknown but the use of the Braintree WTS is being closely monitored which will determine the trigger for this remobilisation.

Flooding and drainage

Current context

3.258 The responsibility for flood risk management and drainage is shared between ECC, the Environment Agency and wastewater treatment companies. As lead local flood authority (LLFA), ECC is responsible for coordinating the management of flood risk across Uttlesford from flood sources arising from surface water, ground water and ordinary watercourses. The Environment Agency has a responsibility for the main rivers that are situated within the District, as well as responsibility for managing flooding from these rivers. Anglian Water and Thames Water are responsible for addressing flooding impacts from the sewerage system.

3.259 The District is located in the headwaters of the Thames and Anglian River Basin Districts (RBDs). In the Thames RBD,

the Lee Upper Catchment and Roding Beam and Ingrebourne Catchment are located in Uttlesford. From the Anglian RBD, the Cam and Ely Ouse Catchment and Essex Combined Catchment are located in Uttlesford.

3.260 River Basin Management Plans (RBMP) are required under the Water Framework Directive (WFD) and document the baseline classification of each waterbody, the objectives, and a programme of measures to achieve those objectives. A primary WFD objective is to ensure ‘no deterioration’ in environmental status, therefore all water bodies must meet the class limits for their status class as declared in the Anglian and Thames River Basin Management Plan. Another equally important objective requires all water bodies to achieve good ecological status. Future development needs to be planned carefully so that it helps towards achieving the WFD and does not result in further pressure on the water environment and compromise WFD objectives.

3.261 Surface Water Management Plans (SWMPs) outline the preferred surface water management strategy in a given location and establish a long-term action plan to manage surface water. Essex County Council has published SWMPs for 10 locations across the county. The Lower Sheering SWMP, intersects the Uttlesford study area to the east of Hatfield Heath.

3.262 The strategic flood risk assessment carried out to support the previous local plan consultation¹⁵⁰ sets out that many settlements have experienced flooding in the past. Flood risk is exacerbated by poor management of drains and culverts but the greatest risk from flooding results from ordinary watercourses and surface water. The assessment strongly promoted sustainable urban drainage solutions (SuDS) in order to help address flood risk impacts.

3.263 The Local Flood Risk Management Strategy¹⁵¹ sets out ECC’s aims and actions to reduce the impact of local flooding to local communities which include mapping local routes for water and building flood defences.

3.264 In 2020, ECC released the Sustainable Drainage Systems Design Guide¹⁵² which provides a set of standards for developers, designers and consultants who are seeking guidance on the LLFAs standards for the design of sustainable surface water drainage in Essex. It provides guidance on the planning, design and delivery of attractive and high-quality SuDS schemes which should offer multiple benefits to the environment and community.

3.265 As set out in the wastewater section above, both Thames Water and Anglian Water have recorded pollution incidents (i.e. localised flooding) on their networks which number above the Environment Agency standards. Both organisations have set out ambitions to improve infrastructure in order to significantly limit these pollution incidents.

3.266 Key flooding and drainage datasets are shown in **Figure D-9** in **Appendix D**.

Delivery organisations

- ECC – Lead Local Flood Authority;
- Environment Agency;
- Anglian Water;
- Thames Water.

Funding

3.267 Funding for flood risk management schemes comes from either Environment Agency or ECC budgets. Where large or strategic schemes are required, government funding can also be collected. If new development will benefit from such a scheme, developer contributions may also be collected towards it.

Uttlesford infrastructure planning approach

3.268 In accordance with the NPPF, developments must mitigate flood risk within their site and ensure that flooding is not worsened for surrounding areas. As LLFA, the ECC will need to be involved in discussions surrounding flood risk in accordance with the Developer’s Guide to Infrastructure Contributions. S106 obligations may be used for mitigation.

Key infrastructure planning considerations

3.269 The SFRA undertaken for the local plan review identifies that none of the proposed strategic allocations are subject to high levels of fluvial or surface water flood risk and therefore there are no strategic infrastructure requirements necessary to deliver the proposed strategic allocations. On site design should incorporate sustainable drainage in accordance with national and local policies.

Community

Overview

3.270 Community can be hard to define and prescribe in terms of infrastructure planning. Whilst planning can provide spaces for community and local culture to develop and be experienced, there are several other mechanisms which must come forward to ensure people within an area own, explore and express their own community identity. This section explores the areas where infrastructure planning can contribute towards community identity, including community centres, libraries and youth services. Burial provision is also considered in this section.

Current context

Community and youth spaces

3.271 The 2016 Uttlesford Sports Development Strategy¹⁵³ sets out that there are currently 54 community centres in Uttlesford, equivalent to one per 1,471 persons (approx. one per 1500 residents). The whole population of Uttlesford is within a 10-minute drive of their most local hall.

Libraries

3.272 The Library Service is statutory (1964 Public Libraries & Museums Act) and is required to provide a comprehensive and efficient service for all persons living, working and studying in Essex. Library services in Uttlesford are provided by ECC and there are currently four public libraries in the District. Stansted Mountfitchet, Great Dunmow, Saffron Walden and Thaxted all provide a full-time service.

3.273 A mobile library and home library service is also in operation which visits a range of settlements throughout Uttlesford fortnightly and provides a service for those who cannot access the four public libraries.

3.274 The ECC Library Consultation Summary Report¹⁵⁴ found Essex County Council is the second largest library authority in the country, serving a population of nearly 1.5 million residents across a network of 74 libraries, two mobile library vehicles, an online e-library service, and a home library delivery service provided by volunteers to residents who cannot access onsite or mobile services. The vision and plan for Essex between 2022-2026 focuses on library service and literacy, infrastructure and communications, supporting communities and levelling up.

Burial provision

3.275 Burial provision within Uttlesford is administered by town and parish councils. There is no single source of information relating to the management of burial grounds in Uttlesford District Council. Based on the Council's Green Space Audit and Strategy (2012)¹⁵⁵, there were 66 sites considered as cemeteries and churchyards. Ranging from the largest one, Saffron Walden Cemetery (5.38ha), to the smallest, Swards End (0.03 ha).

3.276 At the time of drafting this report, there is no updated audit on the overall quality of the Cemeteries and Churchyards.

3.277 Key community infrastructure assets are shown on **Figure D-10** in **Appendix D**.

Delivery organisations

3.278 Buildings which provide for community uses are managed by several different stakeholders, including Uttlesford District Council, Essex County Council and parish and town councils. This requires partnership working in order to ensure community services are provided in an efficient and integrated way.

Funding

Community & youth spaces and libraries

3.279 Funding for community centres arises from the commercial activities of the individual building but are usually supported by additional funding from local government and other grants from charitable organisations such as the National Lottery. Developer contributions may be collected where new development is likely to increase demand on new existing facilities and where large-scale development is coming forward it is assumed that community provision would be provided by that development.

3.280 Funding for youth facilities and libraries comes from ECC budgets and where there is likely to be an increase in demand arising from development, contributions are expected¹⁵⁶.

Burial provision

3.281 Under the Planning Act 2008, burial provision is included as a type of infrastructure that could be funded through the CIL, and therefore other developer contributions. Some burial provision can also be funded by the local parish or town council or church if associated with a churchyard.

Uttlesford infrastructure planning approach

3.282 In accordance with relevant Local Plan policies, development is expected to fund provision of community facilities, where the need arises from development.

Key infrastructure planning considerations

Community & youth spaces and libraries

3.283 The Covid-19 pandemic and resulting lockdowns and social distancing requirements significantly affected the use of and income for cultural facilities across the UK. The key issue for future years is likely to involve encouraging people back to use such facilities and to seek revenue support to ensure that the services and programmes to meet community needs can be provided.

3.284 Culture, creativity and the arts can contribute to the Covid economic recovery and to the rural and visitor economy. Furthermore, there may be opportunities for new users as

more people may be in their local areas, due to increased working from home compared to the case pre-pandemic.

3.285 In terms of community centres, the 2016 Uttlesford Sports Facilities Development Strategy¹⁵⁷ sets out that there were 54 halls in the District, equivalent to 1 hall per approximately 1500 persons. Guidance from Sport England in relation to Community / Village hall design¹⁵⁸ sets out the minimum size of a facility is approximately 15x20m (300 square metres) (interpreted from the drawings on page 5). This can be used to calculate a provision requirement of at least 0.2m per person. Information from cost modelling¹⁵⁹ sets out an approximate construction cost of £2,270 - £2,390 per square metre – thus, using the middle of this range (£2,330 per square metre) a contribution per person of £466 can be derived. Assuming an occupancy rate of 2.4 persons per dwelling, this equates to £932 per dwelling. Based on this methodology, and assuming that a 300 square metre facility is the smallest that can be delivered and remain viable, development in Saffron Walden (both proposed strategic allocations taken together), Great Dunmow and Takeley would be able to deliver a new community centre. For the other proposed strategic allocations, contributions towards expanding community facilities should be provided. Community facility needs are set out in the infrastructure schedule in **Appendix C**.

3.286 For youth services, these can be delivered within community spaces. Therefore, it is possible, subject to service review at the time that development comes forward, that youth provision could utilise community buildings which are provided within the proposed strategic allocations (see above paragraph).

3.287 None of the proposed strategic allocations are large enough to require the need for a new library in accordance with the ECC Developer contributions guidance. However contributions from development to expanding / improving them is expected. Proposed strategic allocations requirements based on the methodology set out in the ECC Developer contributions guidance are included in the infrastructure schedule in **Appendix C**.

Burial provision

3.288 There is not considered to be any strategic need for the provision of more burial space. Made and neighbourhood plans within the District have been reviewed to identify requirements in relation to burial provision. Of these it was identified that land is allocated within Policy SOS4 of the Great Dunmow Neighbourhood Plan¹⁶⁰ for the expansion of burial provision next to St Mary's Church.

Emergency services

Current context

3.289 There are three main emergency services operating in Uttlesford – the Police, Fire and Rescue and Ambulance. These are responsive organisations with a duty to serve the population within their area, and so the deployment of resources is based on response times to serve the population. The Uttlesford District Council Emergency Response Plan¹⁶¹ outlines how the Council responds to a wide range of emergencies and major incidents:

- major fires;
- industrial accidents;
- flooding;
- pandemics;
- major gas leaks;
- terrorism.

Police

3.290 Essex Police provide police services to Uttlesford residents. Development in Uttlesford will result in increased demand on the police service. The location and amount of development will influence if and how the service will need to adapt to accommodate the new population.

3.291 When considering future developments, it is imperative to achieve sustainable reductions in crime, to help people live and work in a safer society. Designing out Crime Officers, (DOCO's) specialise in the application of designing out crime and provide expert advice on crime prevention through environmental design, (CPTED principles) to a wide range of design and build professionals. Their role is fundamental in the development of safe and secure communities. The DOCO role is underpinned by National Planning Policy and Home Office agendas. DOCO's recommend developers to consider the foreseeability of crime and maximise on the opportunity to design such issues out, as to prevent the need for bespoke situational crime prevention measures in the future.

Fire and Rescue

3.292 The Essex County Fire and Rescue Authority is responsible for fire and rescue services covering an area over 1,400 square miles and a population of 1.8 million¹⁶². There are 50 fire stations provided by the authority. The Integrated Risk Management Plan¹⁶³ sets out that the current location and capabilities of appliances and crews will meet the demand within our county.

Ambulance

3.293 Ambulance services in Uttlesford are operated by the East of England Ambulance Service NHS Trust. The spatial distribution of development in the emerging local plan will be discussed with the ambulance service.

3.294 Key emergency services infrastructure is shown on **Figure D-11** in **Appendix D**.

Delivery organisations

- Essex Police;
- Essex County Fire and Rescue Authority;
- East of England Ambulance Service.

Funding

3.295 Funding for the three emergency services comes from government budgets and council tax. Developer contributions may also be collected if there is a demonstrable requirement.

Uttlesford infrastructure planning approach

3.296 Funding for the emergency services outlined above come from government budgets and council tax. Developer contributions may also be collected if there is a demonstrable requirement. This often comes in the form of section 106 agreements.

Key infrastructure planning considerations

Police

3.297 Proposed considerations for planning within Uttlesford were identified through engagement with Essex Police:

- Consideration for specified 'emergency vehicle only' parking bays in densely populated areas;
- Electric Charging points for emergency services vehicles / reducing carbon cost;
- Consideration of a space for Policing Community Safety Hub in the north of the District that will help tackle causes of crime e.g., places that offer support to new parents; a lifestyle hub; counselling services etc.;
- An office or location provided for officers to hold community meetings - this can be a shared space with other partners if necessary;
- Consideration for the allocation of Key Worker Accommodation;
- Adopting the Safe Systems approach (this will take into consideration the various road user groups who wish to access these roads) and designing out the requirement

for enforcement by utilising digital technology (cameras) rather than front line officers;

- 20mph and self-enforcement – key to ensure road design in new developments self-enforces speed, police enforcement will not be available unless intelligence suggests vulnerable road user groups are in the geographic or accident data supports;
- Average speed systems - where appropriate, to encourage in preplanning the designing in of speed cameras, as well as the funding for installation;
- Consideration of automatic number plate recognition cameras (ANPR) (dependent on magnitude of development) - for utilising and adoption across strategic sites across the road infrastructure;
- Consultation with Essex Police at the earliest opportunity during the planning and design stages to ensure a policing perspective is considered in new development; this will include aspects such as impacts to operational policing, road traffic management, designing out crime considerations and infrastructure strategies.

Fire and rescue

- As set out in the response from the Essex County Fire and Rescue Service the key infrastructure requirements related to fire and rescue provision is ensuring suitable design of new development including highway design, plus the inclusion of hydrants within new developments.

Ambulance

3.298 Both increased infrastructure provision and expanded service provision are required to meet the needs to new development. The requirements are set out in the infrastructure schedule in **Appendix C**.

Chapter 4

Infrastructure funding

Introduction

4.1 Funding is a critical element of infrastructure delivery and there are a variety of funding opportunities which are available, or likely to become available, to support infrastructure delivery. This chapter reviews potential funding mechanisms which may be used to deliver infrastructure.

Developer contributions

The current regime

4.2 Infrastructure needed to support new development can be funded from a variety of sources. Typically, local planning authorities seek developer contributions, through the provisions of s106 of the Town and Country Planning Act 1990, and s278 of the Highways Act 1980 in order to provide for associated infrastructure (without which there would be planning objections). It is important to note that the pooling restriction previously applied to s106 agreements no longer applies, as amended by the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019. A community infrastructure levy (CIL) can also be used to fund infrastructure more generally.

4.3 Whilst no CIL is currently charged in Uttlesford, the Local Plan review will provide an opportunity to reconsider whether it should be applied.

4.4 Importantly, changes to the current regime of developer contributions have the potential to come forward. These are explained below.

The emerging regime

4.5 The Levelling-up and Regeneration Act (2023) ¹⁶⁴ includes provisions for significant changes to infrastructure funding through the planning system.

4.6 The Act includes powers which would allow the government to abandon CIL (other than the mayoral CIL and in Wales). Applications which have consent will still be liable to pay CIL if they were approved under the CIL regime. These powers would also allow the government to significantly scale back the use of s106.

4.7 In place of these, a new Infrastructure Levy is proposed which would be set and adopted locally (by charging authorities who are generally Local Planning authorities)

based on a percentage of the final gross development value. The imposition of the levy by charging authorities will be mandatory. A new infrastructure delivery strategy will also be required from local authorities, to clearly set out how the levy will be spent and how infrastructure will be delivered.

4.8 S106 agreements are likely to be scaled back to deliver infrastructure integral to the operation and physical design of a site – such as an internal play area or flood risk mitigation.

4.9 The government's ambitions are that the new infrastructure levy will raise at least as much funding from development as would be achieved from the current developer contributions regime¹⁶⁵. The legislation also allows for a 'test and learn' approach whereby the infrastructure levy will be introduced in some areas first and feedback considered before wider rollout.

4.10 The proposals retain the neighbourhood share and administrative proportion which currently applies to CIL.

4.11 The legislation also includes powers to allow charging authorities to borrow against future receipts which may allow for early delivery of infrastructure where local authorities are proactive in this regard.

4.12 In addition to developer contributions, other funding sources are available, as set out below.

Alternatives to developer funding

4.13 There has traditionally been a range of alternative funding sources to developer contributions, particularly for strategic scale developments. Currently, however, many of the Central Government funding programmes have ended their current rounds. Whilst the expectation is that new funding will be made available – given the Government priority to deliver housing and growth generally – the specific type and scale of funding is not yet in the public domain.

4.14 On the basis that many of the core programmes which have supported infrastructure growth in the recent past are likely to be continued, even if in an amended form, then the opportunities are as follows.

General infrastructure funds

4.15 In the recent past the Central Government Housing Infrastructure Fund (HIF) has been used to fund major strategic infrastructure projects that are required to support the delivery of growth. In particular this has focused on funding infrastructure required to unlock sites at an early stage. As a result, it has most commonly been used to fund major transport projects, usually in their entirety.

4.16 Related to this – and a source of funding that is still currently open – is the Central Government Home Building Fund – Infrastructure Loans scheme. This is targeted at

developers and landowners requiring loan finance to unlock strategic housing sites. This includes loans for on- and off-site transport infrastructure, education facilities, community facilities and 'Section 106-required' infrastructure (excluding affordable housing). Loans can be up to £250 million. Clearly this can only be accessed by a developer or landowner and these stakeholders are likely to engage with such opportunities when sites are at a more advanced stage, i.e. confirmed allocations with emerging plans/permissions.

4.17 Revenue funding has previously been available for commissioning and undertaking infrastructure studies to support growth. For example, Capacity Funding totalling £2.7m was secured to fund technical studies and 'dedicated specialist support to plan ahead for the longer-term transport solutions' of the Manydown Garden Community near Basingstoke.

Local government funding

4.18 Whilst it has been an option for local authorities to provide funding in the form of loans, this approach has been used very infrequently to fund strategic growth. Reductions in council budgets coupled with increases in competing priorities has meant that financing of such opportunities has been very challenging.

4.19 Some local authorities will also borrow money to pay for infrastructure in advance. Under the new infrastructure levy regime, this approach may become more commonplace as infrastructure levy receipts cannot be calculated or paid until development has been sold. This could lead to delays in infrastructure funding as receipts build up, which may result in the need for increased borrowing by local authorities to mitigate the potential delays.

Infrastructure bank

4.20 The UK Infrastructure Bank was set up in June 2021¹⁶⁶. It is a UK Government-owned bank, seeking to provide £22bn of infrastructure finance. The bank is wholly backed by HM Treasury. The bank is proposed to operate across a range of sectors, but will prioritise clean energy, transport, digital, water and waste.

4.21 The bank is at an early stage of its development and is expected to scale up as it becomes more established. Examples of infrastructure funded includes broadband, public transport routes and energy hubs.

Sector specific funding

Highways

4.22 Essex County Council allocates capital funding for the road network, but this is mainly limited to small scale local

projects including road safety, walking, cycling, public transport, traffic and speed management, local environmental projects and public rights of way.

Cycling and walking

4.23 The Department for Transport (DfT) has an Active Travel funding programme. This is a capital grant programme which focuses in particular on cycling and walking. Funds awarded to Essex County Council would typically be used to prepare Local Cycling and Walking Infrastructure Plans (LCWIPs) which would then lead in to the provision of physical improvements to walking and cycling infrastructure.

Bus infrastructure

4.24 Investment is made by the bus companies on a case-by-case basis. This will be based on a threshold being reached for new services to be commercially viable.

4.25 The Department for Transport (DfT) provides Bus Service Operators Grant (BSOG)¹⁶⁷, which is a discretionary grant to both community transport operators and commercial operators to help them recover some of their fuel costs. The grant also aims to enable organisations to run services that might otherwise be unviable and be cancelled.

Health

4.26 There is currently no NHS England Capital Funding available for improving or increasing capacity for primary care premises. Alternative funding sources have previously been available but would depend on the specific nature of the infrastructure required.

Green Infrastructure, Open Space Sport and community

4.27 There are potential to link to other programmes and schemes to help fund green infrastructure such as the LLFA Capital Funds Program to deliver nature-based SuDs solutions. Essex Forest Initiative or lottery/Heritage funding for tree planting whether it is on the development site or enhancing existing areas. There is a scope of working with Community groups to access community grants and funding.

4.28 Funding toward the provision of football pitches can be secured through the Football Foundation. These are unlikely to be 100% grants and applications would need to ensure that they met the Foundation's criteria relating to inclusion and community benefits.

4.29 Lottery funding can be secured for a range of capital projects that are intended to provide benefits to the community.

Utilities/low carbon

4.30 The Government's Heat Networks Investment Project (HNIP) is a £320 million capital funding programme aimed at increasing the number of district heat networks being built. It is aimed at developers and their partners – often local authorities – to deliver as part of energy improvements for both existing and new developments. Funding can be provided in the form of loans as well as grants but will only be available once a site has a developer and outline planning permission. A relevant example was the award of a £3.8m grant to Durham County Council to support the commercialisation and construction of a low carbon heat network at Seaham Garden Village. Ultimately it will supply heat to over 1,500 homes, a school and a health centre.

Infrastructure Funding Statement

4.31 UDC are required to provide an IFS each calendar year, as set out in the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019¹⁶⁸ in order to improve transparency and accountability on developer contributions.

4.32 The IFS provides a summary of financial contributions the Council has secured through Section 106 (S106) agreements from new developments for off-site infrastructure works and affordable housing, in addition to highway works completed as part of new developments through section 278 (S278) agreements.

4.33 It is important that the next iteration of the IFS links closely with the emerging output from the IDP process. Alongside the core requirement to detail what contributions have been collected and how they have been spent, the IFS should identify:

- i) which sites in the Submission Local Plan are expected to contribute to which types of infrastructure provision;
- ii) whether existing contributions secured can be used to address the infrastructure needs identified in the emerging IDP.

4.34 It is understood that the IFS will be prepared following the publication of this Report.

Summary

4.35 There are numerous sources of infrastructure funding. In order to make use of these it is important to properly define infrastructure schemes and work up bids and secure the necessary consents. As such it is a key recommendation of this report that infrastructure projects are defined and developed at an early stage in order to support timely delivery of infrastructure alongside new development.

Chapter 5

Summary

5.1 Uttlesford District Council have commissioned LUC and Navigus Planning to prepare an Infrastructure Delivery Plan (IDP) to support the Council's emerging Submission Local Plan. The Local Plan is at the Regulation 19 publication stage. The Submission Local Plan sets out the amount of housing and employment development and supporting infrastructure required. It also identifies the main locations where Uttlesford District Council consider this development should take place.

5.2 This document describes the existing infrastructure provision in Uttlesford and defines the key infrastructure planning issues and opportunities arising from the potential growth areas, based on literature review and consultation with infrastructure providers. It is a key part of the evidence base which supports the Submission Local Plan (Regulation 19) publication and can be used to inform the Council's whole plan viability assessment.

5.3 This report should be seen as a 'snapshot in time' and future iterations of this report will take account of any relevant changes to the Local Plan and updated information from infrastructure providers and new evidence bases.

Appendix A

Facilities Assessment

A.1 The following facilities assessment was undertaken by Uttlesford Council Officers and published alongside the Regulation 18 local Plan consultation.

Appendix A
Facilities Assessment

Uttlesford Infrastructure Delivery Plan
July 2024

Parish or Village	Population Census 2021	Dwellings Estimated in 2019	Secondary School	Primary School	Doctors Surgery	Dentist	Food Shops	Post Office	Community/Village Hall	Rail Station	Allotments
Saffron Walden	17,018	7,739	1	5	2	6	5	2	3		3
Great Dunmow	10,624	4,691	1	2	2	4	2	1	2		1
Stansted Mountfitchet	8,621	2,950	1	3	1	3	6	1	1	1	2
Thaxted	3,446	1,462		1	1	1	3	1	3		2
Newport	2,941	1,221	1	1	1		1	1	1	1	1
Hatfield Heath	2,001	793		1	1		1	0.5	1		2
Takeley	5,299	1,978		2		2	3	1	2		
Great Chesterford	1,776	776		1	2		1		1	1	1
Felsted	3,164	1,209		1	1		1	1	1		
Elsenham	3,574	1,475		1	1		1	1	1	1	2
Hatfield Broad Oak	1,260	541		1	1				1		1
Clavering	1,343	566		1			1	1	1		1
Stebbing	1,466	585		1			1	1	1		1
Birchanger	958	935		1					1		
Henham	1,368	557		1			1	0.5	4		1
Wendens Ambo	452	202								1	
Quendon and Rickling	696	287		1					1		1
Debden	787	338		1				1	1		1
Wimbish	1,474	543		1					1		
Fritch Green	2,643	883		1			1		1		

Appendix A
Facilities Assessment

Uttlesford Infrastructure Delivery Plan
July 2024

Parish or Village	Population Census 2021	Dwellings Estimated in 2019	Secondary School	Primary School	Doctors Surgery	Dentist	Food Shops	Post Office	Community/Village Hall	Rail Station	Allotments
Widdington	496	202							1		1
Leaden Roding	721	274		1			1	1	1		
Ashdon	903	383		1					1		1
Great Easton	1,156	449		1					1		
Little Hallingbury	1,665	616		1			1	1	1		
Littlebury	868	358							1		
Radwinter	662	283		1			1		1		
Manuden	720	289		1					1		2
Chrishall	575	236		1					1		
High Roding	581	231							1		1
Barnston	926	381							1		
Farnham	418	184		1					1		
High Easter	720	288						1	1		
Great Sampford	618	236		1				1	1		

Appendix B

Proposed strategic allocations

B.1 The proposed strategic allocation sites on which this IDP report has been based are shown in **Figure B-1**, and set out in **Table B-1**.



**Figure B-1: Potential
development sites**

- Uttlesford District Council
- Residential and employment site
- Residential site
- Employment site

- | | |
|--|--|
| 1: Land South of Radwinter Road, north of Thaxted road, Saffron Walden | 6: Church End East, Great Dunmow |
| 2: Land south of Thaxted road, Saffron Walden | 7: Land east of B1008, Great Dunmow |
| 3: Land east of High Lane, Stansted Mountfitchet | 8: Land east of Station Road, Elsenham |
| 4: Walpole Meadows North, East of Pennington Lane, Stansted Mountfitchet | 10: Land at Little Chesterford Research Park |
| 5: Land north-east of Takeley | 11: North of Taylors Farm, North of Takeley Street |
| | 12: Land south of Highwood Quarry, Great Dunmow |

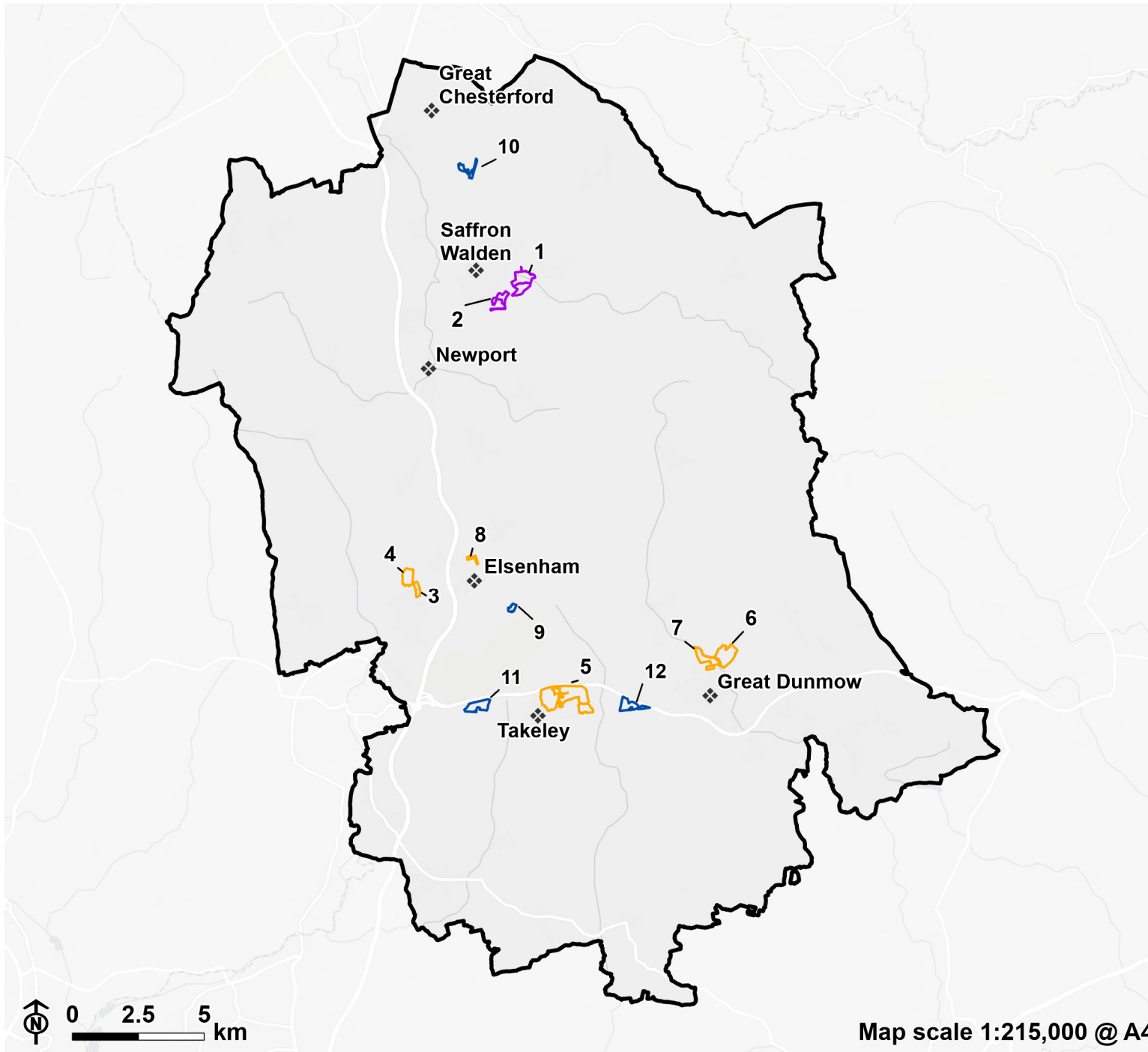


Table B.1: Uttlesford proposed strategic allocation sites

Site address	SLAA reference	Type	Proposed dwellings (net capacity)	Employment allocation (square metres)	Employment allocation (hectares)	Proposed time-scale
Land South of Radwinter Road, north of Thaxted road, Saffron Walden	Saffron Walden 001 + 037	Mixed Use	612	8000		6-10 years and 11-15 years and 16 - 20 years
Land south of Thaxted road, Saffron Walden	Saffron Walden 006	Residential	267		3	6-10 years and 11-15 years and 16 - 20 years
Land east of High Lane, Stansted Mountfitchet	Stansted 013 + 023	Residential	55			6-10 years and 11-15 years
Walpole Meadows North, East of Pennington Lane, Stansted Mountfitchet	Stansted 015	Residential	270			6-10 years and 11-15 years
Land north-east of Takeley	Takeley 007 + 016 + Little Canfield 003	Residential	1506	8,500		11-15 years and 16 - 20 years
Church End East, Great Dunmow	Great Dunmow 009	Residential	714			11-15 years and 16 - 20 years
Land east of B1008, Great Dunmow	Great Dunmow 017	Residential	170			6-10 years
Land east of Station Road, Elsenham	Henham 006	Residential	110			6-10 years
Land at Guants End, Elsenham		Employment		1,950m2	5.5	
Land at Little Chesterford Research Park		Employment		3,450m2	13.5	
North of Taylors Farm, North of Takeley Street		Employment			18	
Land south of Highwood Quarry, Great Dunmow		Employment			18	

Appendix C

Infrastructure schedule

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
C1	Community	Community Centre	North Uttlesford	Saffron Walden	New community facility of circa 420 square metres to serve the needs of development	Essential	£817,364	Not committed	Developer contributions	Developers, UDC	Medium - Long Term
C2	Community	Community Centre	South Uttlesford	Great Dunmow	New community facility of circa 424 sqm to serve the needs of development	Essential	£823,888	Not committed	Developer contributions	Developers, UDC	Medium - Long Term
C3	Community	Community Centre	South Uttlesford	Takeley	New community facility, or facilities of circa 722 sqm to serve the needs of development. May provide for youth services.	Essential	£1,403,592	Not committed	Developer contributions	Developers, UDC	Medium - Long Term
C4	Community	Community Centre	Stansted Mountfitchet and Elsenham	Elsenham	Expansion / improvement to nearby community facility of circa 72 sqm	Essential	£102,520	Not committed	Developer contributions	Developers, UDC	Medium - Long Term
C5	Community	Community Centre	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Expansion / improvement to nearby community facility of circa 172 sqm	Essential	£209,700	Not committed	Developer contributions	Developers, UDC	Medium - Long Term
C6	Community	Libraries	North Uttlesford	Saffron Walden	Extension / remodelling to existing provision to increase capacity	Essential	£215,284	Not committed	Developer contributions	ECC	Short - Medium Term
C7	Community	Libraries	South Uttlesford	Great Dunmow	Extension / remodelling to existing provision to increase capacity	Essential	£216,509	Not committed	Developer contributions	ECC	Short - Medium Term
C8	Community	Libraries	South Uttlesford	Takeley	Extension / remodelling to existing provision to increase capacity	Essential	£378,646	Not committed	Developer contributions	ECC	Short - Medium Term
C9	Community	Libraries	Stansted Mountfitchet and Elsenham	Elsenham	Extension / remodelling to existing provision to increase capacity	Essential	£26,941	Not committed	Developer contributions	ECC	Short - Medium Term
C10	Community	Libraries	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Extension / remodelling to existing provision to increase capacity	Essential	£79,599	Not committed	Developer contributions	ECC	Short - Medium Term

¹ (Short Term: 2021-2025; Medium Term: 2026-2031; Long Term: 2032-2041)

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
E1	Education	Early Years	North Uttlesford	Saffron Walden	Provision of a new early years places within a new facility (or facilities), associated with the new potential new primary school site within Land South of Radwinter Road accounting for development. Capacity accounts for accommodating potential demand from new development plus re-providing the 85 place nursery on Saffron Walden County High site.	Essential	£3,316,667	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E2	Education	Early Years	North Uttlesford	Saffron Walden	Provision of a new early years places within facilities within Land south of Thaxted road	Essential	£560,240	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E3	Education	Early Years	South Uttlesford	Great Dunmow	Provision of a new early years facility. Location TBC but likely required within one of the proposed strategic allocation areas	Essential	£1,536,585	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E4	Education	Early Years	South Uttlesford	Takeley	Provision of early years facilities totalling approximately 135 places.	Essential	£3,241,032	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E5	Education	Early Years	Stansted Mountfitchet and Elsenham	Elsenham	Provision of early years facilities. Ideally provided alongside new primary school	Essential	£230,811	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E6	Education	Early Years	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Provision of a new early years facility. It is understood that a site at Walpole Meadows is available for the construction of a new EY facility alternatively this provision could be located at the proposed primary school	Essential	£1,339,072	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E7	Education	Post-16	North Uttlesford	Saffron Walden	Expansion of post-16 education facilities to accommodate pupils generated by new development	Essential	£902,086	Not committed	Developer contributions	Developers, Post-16 providers	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
E8	Education	Post-16	South Uttlesford	Great Dunmow	Relocation of Helena Romanes School, creating additional capacity for sixth form pupils	Essential	TBC	Funded	Developer contributions and developer costs, ECC capital programme	ECC, Developers, Saffron Academy Trust, Department for Education	Short - Medium Term
E9	Education	Post-16	South Uttlesford	Takeley	Provision of post-16 education facilities at the new secondary school, to accommodate pupils generated by new development within South Uttlesford and Stansted Mountfitchet / Elsenham plan area	Essential	£2,905,807	Not committed	Developer contributions	Developers, Post-16 providers	Medium - Long Term
E10	Education	Primary school	North Uttlesford	Saffron Walden	Provision of a new 2FE primary school and early years provision in association with land provided in connection with the development granted planning permission under reference (UTT/17/2832/OP), at the Shire Hill development site to provide approximately 420 school places (2.234Ha) [this scheme is an alternative proposal to E11]	Essential	£9,740,000	Not committed	Developer Contributions and developer costs (Land for a future new primary school has been secured through the S106 agreement to permission UTT/17/2832/OP) and the Agreement for the Linden Homes site.	ECC, Developers	Medium - Long Term
E11	Education	Primary school	North Uttlesford	Saffron Walden	Provision of a new 3FE primary school within the new allocations [this scheme is an alternative proposal to E10]. School to include early years provision (see separate early years requirement within this schedule)	Essential	£14,610,000	Not committed	Developer contributions	ECC, Developers	Medium - Long Term
E12	Education	Primary school	South Uttlesford	Great Dunmow	Relocation of Helena Romanes School at south of Stortford Road and east of Buttleys Lane, creating additional 2 FE capacity for primary age pupils	Essential	£9,700,000	Funded	Developer contributions and developer costs, ECC capital programme	ECC, Developers, Saffron Academy Trust, Department for Education	Short - Medium Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
E13	Education	Primary school	South Uttlesford	Great Dunmow	Provision of a new primary school or expansion of existing schools to serve the proposed strategic allocations in Great Dunmow, location TBC (ECC has several new school site options secured from committed development)	Essential	£9,740,000	Not committed	Developer contributions	ECC, Developers, school	Medium - Long Term
E14	Education	Primary school	South Uttlesford	Takeley	Provision of a new primary school with early years land (see separate Early Years requirements in this schedule). To be provided directly adjacent to the proposed secondary school.	Essential	£9,740,000	Not committed	Developer contributions	ECC, Developers	Medium - Long Term
E15	Education	Primary school	South Uttlesford	Takeley	Expansion of Roseacres Primary school, to provide additional capacity	Essential	Developer contribution of approx. £407,883	Not committed	Developer contributions	ECC, Developers	Medium - Long Term
E16	Education	Primary school	Stansted Mountfitchet and Elsenham	Elsenham	Provision of a new primary school in Elsenham, to be located with Early Years provision (see Early Years requirements separately in this schedule)	Essential	£9,740,000	Not committed	Developer contributions	ECC, Developers	Short - Medium Term
E17	Education	Secondary school	North Uttlesford	Newport	Expansion of Joyce Frankland by 1FE to accommodate the needs of new development	Essential	£4,010,000	Not committed	Developer contributions	ECC, Developers	
E18	Education	Secondary School	North Uttlesford	Saffron Walden	Expansion of Saffron Walden County High School by 2FE to accommodate the needs of new development, requires relocation of nursery provision on the site to a new location, potentially within proposed strategic allocations	Essential	TBC	Not committed	Developer contributions	ECC, Developers, school	Medium - Long Term
E19	Education	Secondary school	South Uttlesford	Great Dunmow	Relocation of Helena Romanes School at south of Stortford Road and east of Buttleys Lane, creating additional capacity for secondary age pupils	Essential	£32,630,000	Funded	Developer contributions, ECC capital programme, DfE	ECC, Developers, Saffron Academy Trust, Department for Education	Short - Medium Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
E20	Education	Secondary school	South Uttlesford	Takeley	Provision of new secondary school within Takeley site allocation to serve the wider needs of South Uttlesford	Essential	£42,140,000	Not committed	Developer contributions	ECC, Developers, school	Medium - Long Term
E21	Education	Secondary school	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Potential expansion of Forest Hall school to increase the capacity within the school by up to 2FE within current site or 4FE if using land outside the boundary	Essential	£16,030,000 for a 4FE expansion excluding land cost	Not committed	Developer contributions	ECC, Developers	Short - Medium Term
E22	Education	Special Education Needs Provision	North Uttlesford	Saffron Walden	Provision of SEND facilities in accordance with the ECC developers guidance and forthcoming ECC sufficiency strategy	Essential	£674,211	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E23	Education	Special Education Needs Provision	South Uttlesford	Great Dunmow	Provision of SEND facilities in accordance with the ECC developers guidance and forthcoming ECC sufficiency strategy	Essential	£562,993	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E24	Education	Special Education Needs Provision	South Uttlesford	Takeley	Provision of SEND facilities in accordance with the ECC developers guidance and forthcoming ECC sufficiency strategy	Essential	£1,155,133	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E25	Education	Special Education Needs Provision	Stansted Mountfitchet and Elsenham	Elsenham	Provision of SEND facilities in accordance with the ECC developers guidance and forthcoming ECC sufficiency strategy	Essential	£84,372	Not committed	Developer contributions	Developers, ECC	Medium - Long Term
E26	Education	Special Education Needs Provision	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Provision of SEND facilities in accordance with the ECC developers guidance and forthcoming ECC sufficiency strategy	Essential	£249,282	Not committed	Developer contributions	Developers, ECC	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
Em1	Emergency services	Ambulance	North Uttlesford	Saffron Walden	To be determined as applications are submitted, consideration of options including: upgrading / refurbishment of existing premises, or redevelopment/relocation of existing ambulance stations to a more suitable location to meet the increased local demand; provision of additional medical pharmacy & IT equipment & digital software to manage the increased number of incidents; an increase in the number & type of ambulances.	Essential	£298,860	Not committed	Developer contributions	The East of England Ambulance Service NHS Trust	Medium - Long Term
Em2	Emergency services	Ambulance	South Uttlesford	Great Dunmow	To be determined as applications are submitted, consideration of options including: upgrading / refurbishment of existing premises, or redevelopment/relocation of existing ambulance stations to a more suitable location to meet the increased local demand; provision of additional medical pharmacy & IT equipment & digital software to manage the increased number of incidents; an increase in the number & type of ambulances.	Essential	£300,560	Not committed	Developer contributions	The East of England Ambulance Service NHS Trust	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
Em3	Emergency services	Ambulance	South Uttlesford	Takeley	To be determined as applications are submitted, consideration of options including: upgrading / refurbishment of existing premises, or redevelopment/relocation of existing ambulance stations to a more suitable location to meet the increased local demand; provision of additional medical pharmacy & IT equipment & digital software to manage the increased number of incidents; an increase in the number & type of ambulances.	Essential	£525,640	Not committed	Developer contributions	The East of England Ambulance Service NHS Trust	Medium - Long Term
Em4	Emergency services	Ambulance	Stansted Mountfitchet and Elsenham	Elsenham	To be determined as applications are submitted, consideration of options including: upgrading / refurbishment of existing premises, or redevelopment/relocation of existing ambulance stations to a more suitable location to meet the increased local demand; provision of additional medical pharmacy & IT equipment & digital software to manage the increased number of incidents; an increase in the number & type of ambulances.	Essential	£37,400	Not committed	Developer contributions	The East of England Ambulance Service NHS Trust	Medium - Long Term

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Em5	Emergency services	Ambulance	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	To be determined as applications are submitted, consideration of options including: upgrading / refurbishment of existing premises, or redevelopment/relocation of existing ambulance stations to a more suitable location to meet the increased local demand; provision of additional medical pharmacy & IT equipment & digital software to manage the increased number of incidents; an increase in the number & type of ambulances.	Essential	£110,500	Not committed	Developer contributions	The East of England Ambulance Service NHS Trust	Medium - Long Term
Em6	Emergency services	Ambulance	Thaxted and Rural	Thaxted	To be determined as applications are submitted, consideration of options including: upgrading / refurbishment of existing premises, or redevelopment/relocation of existing ambulance stations to a more suitable location to meet the increased local demand; provision of additional medical pharmacy & IT equipment & digital software to manage the increased number of incidents; an increase in the number & type of ambulances.	Essential	£166,260	Not committed	Developer contributions	The East of England Ambulance Service NHS Trust	Medium - Long Term
Em7	Emergency Services	Fire and Rescue	District Wide	All	Provision of fire hydrants within new development areas	Essential	TBC	Not committed	Developer contributions	Developers	Short - Long Term
Em8	Emergency services	Police	District Wide	All	Possible expansion of Police facilities to accommodate demands of increased resident population arising from new homes and employment sites, or infrastructure to allow reconfiguration of	Important for placemaking	TBC	Not committed	Developer contributions	Essex Police	Short - Long Term

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					service to deliver efficiency gains						
Em9	Emergency services	Police	District Wide	All	Provision within development of infrastructure to support police liaison and enforcement including ANPR cameras, police only parking bays, electric vehicle charging points for police use, community meeting space (see separate community centre requirements), as well as appropriate design to help ensure new development areas are safe such as 'secure by design' principles.	Important for placemaking	TBC	Not committed	Developer contributions	Essex Police	Short - Long Term
F1	Flooding and drainage	Flooding	North Uttlesford	Saffron Walden	Slade Phase 2 culvert repairs	Essential	£600-800k (figures are early estimates)	Not committed	Development contribution, Government funding, ECC Capital Programme	Essex Highways and ECC, A combination of Environment Agency and Essex County Council money	Medium - Long Term
F2	Flooding and drainage	Flooding	Thaxted and Rural	Thaxted	Thaxted trash screens	Essential	£80-100k region	Not committed	Mix of ECC and s106 from committed developments	ECC and UDC	Medium - Long Term
F3	Flooding and Drainage	Surface water drainage	North Uttlesford	Saffron Walden	Provision of suitable drainage infrastructure to accommodate surface water (utilising sustainable drainage practices and reducing flood risk from surface water, likely to be delivered as part of development design	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Anglian Water	Short - Long Term

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F4	Flooding and Drainage	Surface water drainage	South Uttlesford	Great Dunmow	Provision of suitable drainage infrastructure to accommodate surface water (utilising sustainable drainage practices and reducing flood risk from surface water, likely to be delivered as part of development design)	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Anglian Water	Short - Long Term
F5	Flooding and Drainage	Surface water drainage	South Uttlesford	Takeley	Provision of suitable drainage infrastructure to accommodate surface water (utilising sustainable drainage practices and reducing flood risk from surface water, likely to be delivered as part of development design)	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Thames Water	Short - Long Term
F6	Flooding and Drainage	Surface water drainage	Stansted Mountfitchet and Elsenham	Elsenham	Provision of suitable drainage infrastructure to accommodate surface water (utilising sustainable drainage practices and reducing flood risk from surface water, likely to be delivered as part of development design)	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Anglian Water	Short - Long Term
F7	Flooding and Drainage	Surface water drainage	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Provision of suitable drainage infrastructure to accommodate surface water (utilising sustainable drainage practices and reducing flood risk from surface water, likely to be delivered as part of development design)	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Thames Water	Short - Long Term

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GI1	Green infrastructure, open space and sports	Green Infrastructure	District Wide	All	Green infrastructure opportunities: - Improvements along the Rivers Cam and Slade - Chalk grassland enhancement - Improve roadside verge connection - Improved footpath network across the landscape - Greening Saffron Walden Town - Greening Stansted Mountfitchet and enhancing access to the GBI network - Woodland creation at River Roding / Pincey Brook - Enhance the River Chelmer corridor - Enhance the Harcamlow Way - Creation of a Nature Network and woodland corridor from Hatfield Forest to Thaxted	Important for placemaking	TBC	Not Committed	Developer contributions and other funding sources	Uttlesford District Council	Short - Long Term
GI2	Green infrastructure, open space and sports	Green Infrastructure	North Uttlesford	Saffron Walden	Creation of a Country Park	Important for placemaking	£2,465,292	Not Committed	Developer contributions and other funding sources	Uttlesford District Council	Short - Long Term
GI3	Green infrastructure, open space and sports	Green Infrastructure	South Uttlesford	Great Dunmow	New Country Park at Easton Park	Important for placemaking	TBC	Not Committed	Developer contributions and other funding sources	Uttlesford District Council	Beyond plan period
GI4	Green infrastructure, open space and sports	Green Infrastructure	South Uttlesford	Great Dunmow, Takeley	Enhancement of the Flich Way	Important for placemaking	TBC	Not Committed	Developer contributions and other funding sources	Uttlesford District Council	Short - Long Term

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G15	Green infrastructure, open space and sports	Green Infrastructure	South Uttlesford	N/A	Hatfield Forest conservation and restoration	Important for placemaking	£1,359 per dwelling	Not Committed	Developer contributions	Uttlesford District Council	Short - Long Term
G16	Green infrastructure, open space and sports	Open Space	North Uttlesford	Saffron Walden	Allotments / community orchards - 0.42Ha Multifunctional amenity greenspace - 3.38Ha Play areas - 0.23Ha Parks and Gardens - 0.21Ha Natural Greenspace - 2.93 Ha	Essential	£816,200 excluding parks and gardens and natural greenspace	Not committed	Developer contributions	UDC	Medium - Long Term
G17	Green infrastructure, open space and sports	Open Space	South Uttlesford	Great Dunmow	Allotments / community orchards - 0.42Ha Multifunctional amenity greenspace - 3.39Ha Play areas - 0.23Ha Parks and Gardens - 0.21Ha Natural Greenspace - 2.95Ha	Essential	£817,800 excluding parks and gardens and natural greenspace	Not committed	Developer contributions	UDC	Medium - Long Term
G18	Green infrastructure, open space and sports	Open Space	South Uttlesford	Takeley	Allotments / community orchards - 0.74Ha Multifunctional amenity greenspace - 5.94Ha Play areas - 0.41Ha Parks and Gardens - 0.37Ha Natural Greenspace - 5.16Ha	Essential	£1,539,200 excluding parks and gardens and natural greenspace	Not committed	Developer contributions	UDC	Medium - Long Term
G19	Green infrastructure, open space and sports	Open Space	Stansted Mountfitchet and Elsenham	Elsenham	Allotments / community orchards - 0.07Ha Multifunctional amenity greenspace - 0.58Ha Play areas - 0.04Ha Parks and Gardens - 0.04Ha Natural Greenspace - 0.5 Ha	Essential	£83,773 excluding parks and gardens and natural greenspace	Not committed	Developer contributions	UDC	Medium - Long Term

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GI10	Green infrastructure, open space and sports	Open Space	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Allotments / community orchards - 0.19Ha Multifunctional amenity greenspace - 1.5Ha Play areas - 0.1Ha Parks and Gardens - 0.09Ha Natural Greenspace - 1.3Ha	Essential	£412,800 excluding parks and gardens and natural greenspace	Not committed	Developer contributions	UDC	Medium - Long Term
GI11	Green infrastructure, open space and sports	Playing Pitches	North Uttlesford	Saffron Walden	Circa 3 to 4 football pitches and accompanying ancillary provision (clubhouse/potential changing rooms). 1 x mini 5v5 1 x mini 7v7 1 x youth 9v9 1x youth 11v11 Contributions sought for cricket, rugby union, 3G and hockey pitches.	Essential	£1,120,000	Not committed	Developer contributions	UDC, Developers, Sport England	Medium - Long Term
GI12	Green infrastructure, open space and sports	Playing Pitches	South Uttlesford	Great Dunmow	Circa 3 to 4 football pitches and accompanying ancillary provision (clubhouse/potential changing rooms). 1 x mini 5v5 1 x mini 7v7 1 x youth 9v9 1x youth 11v11 Contributions sought for cricket, rugby union, 3G and hockey pitches.	Essential	£930,000	Not committed	Developer contributions	UDC, Developers, Sport England	Medium - Long Term

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GI13	Green infrastructure, open space and sports	Playing Pitches	South Uttlesford	Takeley	<p>Circa 5 to 6 football pitches and accompanying ancillary provision (clubhouse/potential changing rooms).</p> <p>1x mini 5v5 2x mini 7v7 1 x youth 9v9 1 x youth 11v11 1 x adult</p> <p>Contributions sought for cricket, rugby union, 3G and hockey pitches.</p> <p>Potential to co-located with new secondary school, however this is subject to design.</p>	Essential	£1,390,000	Not committed	Developer contributions	UDC, Developers, Sport England	Medium - Long Term
GI14	Green infrastructure, open space and sports	Playing Pitches	Stansted Mountfitchet and Elsenham	Elsenham	Improve local sites (TBC in Strategy & Action Plan)	Essential	£250,542	Not committed	Developer contributions	UDC, Developers, Sport England	Short - Long Term
GI15	Green infrastructure, open space and sports	Playing Pitches	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Improve local sites (TBC in Strategy & Action Plan)	Essential	£651,536	Not committed	Developer contributions	UDC, Developers, Sport England	Short - Long Term
GI16	Green infrastructure, open space and sports	Sports Hall	District Wide	All	Improvements to existing facilities by means of improving the quality and capacity (additional sports hall space required 1.08 courts)	Essential	£930,917	Not committed	Developer contributions and/or other alternative funding source	Developers, UDC	Short - Long Term
GI17	Green infrastructure, open space and sports	Sports Hall	North Uttlesford	Newport	Improvements to the Anglian Leisure Joyce Frankland including remedy the roof leak.	Important for placemaking	TBC	Funded	UDC, 1 Life Parkwood	UDC	Short - Medium Term

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GI18	Green infrastructure, open space and sports	Sports Hall	North Uttlesford	Newport	Improve the quality of the (3-court) sports hall and extend the number of hours available to the community at Dame Bradbury School	Important for placemaking	TBC	Funded	Dame Bradbury School, AE	School, Dame Bradbury School, AE	Medium Term
GI19	Green infrastructure, open space and sports	Sports Hall	North Uttlesford	Saffron Walden	Maintain and invest in the sports facilities at Saffron Walden County High Sports Centre to ensure they remain high quality and attractive to users. Remedy the roof leak. Extend the number of hours available to the community as demand increases.	Important for placemaking	TBC	Funded	Saffron Walden County High Sports Centre	Saffron Walden County High Sports Centre	Medium Term
GI20	Green infrastructure, open space and sports	Sports Hall	North Uttlesford	Saffron Walden	Continue to invest to maintain facilities at Turpins Indoor Bowls Centre	Important for placemaking	TBC	Funded	Turpins Indoor Bowls Centre	Turpins Indoor Bowls Centre	Medium Term
GI21	Green infrastructure, open space and sports	Sports Hall	North Uttlesford	Saffron Walden	Continue to invest in the Lord Butler Leisure Centre to maintain quality. Complete the remedial RAAC concrete works on the squash courts	Important for placemaking	TBC	Funded	UDC, 1 Life Parkwood	UDC	Long Term
GI22	Green infrastructure, open space and sports	Sports Hall	South Uttlesford	Felsted	Continue to invest to maintain the 3-court, 4-court sports hall, 4-lane 23m pool, 33-station health/fitness suite and 2 squash courts at Felsted School. Maintain good school/ community relationship and sustain (and improve) levels of community use should the opportunity arise	Important for placemaking	TBC	Funded	Felstead School	School, Felstead School	Long Term
GI23	Green infrastructure, open space and sports	Sports Hall	South Uttlesford	Great Dunmow	Continue to invest in the Great Dunmow Leisure centre which includes a 6-lane 25m swimming pool, 4-court sports hall and a 55-station health and fitness gym, to maintain quality. Increase the	Important for placemaking	TBC	Funded	UDC, 1 Life Parkwood	UDC	Long Term

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					number of studios on site to meet current and future demand						
GI24	Green infrastructure, open space and sports	Sports hall	South Uttlesford	Great Dunmow	Explore options to understand if community use can be established at the 4-court sports hall at Helena Romanes School & Sixth Form	Important for placemaking	TBC	Funded	UDC, The school	UDC, The school	Long Term
GI25	Green infrastructure, open space and sports	Sports Hall	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Continue to invest in the 37 station Mountfitchet Romeera Leisure Centre to maintain quality. Consider the option to add a learner/teaching pool to the facility to increase venue capacity	Important for placemaking	TBC	Funded	UDC, 1 Life Parkwood	UDC	TBC
GI26	Green infrastructure, open space and sports	Suitable Alternative Natural Green Space (SANGs)	South Uttlesford	Great Dunmow	Provision of SANGs in accordance with Natural England's SANG Guidelines (subject to further discussions)	Essential	£1,820,328.68 plus £3,147,970.27 15 year maintenance	Not committed	Developer contributions and developer costs	UDC,NE	Medium - Long Term
GI27	Green infrastructure, open space and sports	Suitable Alternative Natural Green Space (SANGs)	South Uttlesford	Takeley	Provision of SANGs in accordance with Natural England's SANG Guidelines (subject to further discussions)	Essential	£1,967,694.85 plus £3,402,816.74 15 year maintenance	Not committed	Developer contributions	UDC, NE	Medium - Long Term
GI28	Green infrastructure, open space and sports	Suitable Alternative Natural Green Space (SANGs)	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Provision of SANGs in accordance with Natural England's SANG Guidelines (subject to further discussions)	Essential	£968,499.81 plus £1,674,867.10 15 year maintenance	Not committed	Developer contributions	UDC,NE	Medium - Long Term
GI29	Green infrastructure, open space and sports	Swimming Pool	District Wide	All	Improvements to existing facilities by means of improving the quality and capacity (additional swimming pool provision required 0.78 lane)	Important for placemaking	£876,290	Not committed	Developer contributions and/or other alternative funding source	Developers, UDC	Short - Long Term

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H1	Health and wellbeing	Hospital	Outside Uttlesford	N/A	Construction of a new Princess Alexandra hospital northwest of the new Junction 7a on the M11. This is part of HIP (Health Infrastructure Plan). Outside of Uttlesford but will absorb some demand from the District.	Important for placemaking	TBC	Funded	NHS	NHS	Short term
H2	Health and wellbeing	Primary care	North Uttlesford	Saffron Walden	Gold Street Surgery - Relocation of the existing surgery to District Council Offices nearby to provide additional capacity and improve facilities	Essential	TBC	Not committed	NHS, Developer contributions, UDC	NHS, Developers	Short - Medium Term
H3	Health and wellbeing	Primary care	South Uttlesford	Felsted	Provision of a new primary care facility on site secured on the Land West of Bury Farm, Felsted	Important for placemaking	TBC	Not committed	Developer contributions	NHS, Developers	Short - Medium Term
H4	Health and wellbeing	Primary care	South Uttlesford	Great Dunmow	New Primary Care facility within the proposed strategic allocation sites	Essential	TBC	Not committed	Developer contributions	NHS, Developers	Medium - Long Term
H5	Health and wellbeing	Primary care	South Uttlesford	Takeley	Provision of a new primary care facility in Takeley, either in the Warish Hall Farm site or within the proposed strategic allocation at Land North east of Takeley	Essential	TBC	Funded	Developer contributions	NHS, Developers	Short - Medium Term
H6	Health and wellbeing	Primary care	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Increasing capacity for local Primary Care facilities, by means of reconfiguration or refurbishment	Essential	TBC	Not committed	Developer contributions	NHS, Developers	Short - Medium Term
T1	Transport and movement	Bus	North Uttlesford	Saffron Walden	Service provision - Increase the frequency of the Citi 7 service to Cambridge; increase access to the service by re-directing services so that they incorporate both the town centre and the Peaslands Road – Borough – Lane corridor	Important for placemaking	£2,000,000	Not committed	Essex County Council Capital Funding/ Developer contributions/or other funding sources	Developers, Bus operators, Essex County Council, Stansted Airport	Medium - Long Term

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T2	Transport and movement	Bus	South Uttlesford	Great Dunmow	PT.01 - Provide a new bus service from the strategic allocation linking to the town centre and Easton Park.	Essential	£2,900,000	Not committed	Developer contributions (incl. existing S106 £700k) and/or other funding sources	Developers, Bus operators, Essex County Council, Stansted Airport	Medium - Long Term
T3	Transport and movement	Bus	South Uttlesford	Great Dunmow	PT.03 - Increase the frequency of the no. 324 Stebbing to Bishops Stortford via Great Dunmow Takeley, etc service from 1 bus every two hours to 1 bus every 30 minutes.	Essential	£500,000	Not committed	Developer contributions / ECC capital / Bus companies	Developers, Bus operators, Essex County Council, Stansted Airport	Medium - Long Term
T4	Transport and movement	Bus	South Uttlesford	Great Dunmow	PT.04 - Extend route of the no.323 service to serve the development and help achieve the increase in service frequency.	Essential	£400,000	Not committed	Developer contributions / ECC capital / Bus companies	Developers, Bus operators, Essex County Council, Stansted Airport	Medium - Long Term
T5	Transport and movement	Bus	South Uttlesford	Great Dunmow	PT.05 - Introduce modal filters to provide greater priority for buses and reduce journey times.	Essential	£250,000	Not committed	Department of Transport funding, Essex County Council Capital Funding	Developers, Bus operators, Essex County Council, Stansted Airport	Medium - Long Term
T6	Transport and movement	Bus	South Uttlesford	Takeley	PT.02 - New bus service between the development site and Stansted Airport.	Essential	£2,000,000	Not committed	Developer contributions / ECC capital / Bus companies	Developers, Bus operators, Essex County Council, Stansted Airport	Medium - Long Term
T7	Transport and movement	Bus	South Uttlesford	Takeley	PT.03 - Provide Real Time Information at key stops.	Essential	£15,000 per stop	Not committed	Developer contributions / ECC capital / Bus companies	Developers, Bus operators, Essex County Council	Medium - Long Term

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T8	Transport and movement	Bus	Stansted Mountfitchet and Elsenham	Elsenham	Provide a new bus stop (including shelter, seating and Real Time Information) at both the Rail Station bus stops adjacent to the new development.	Essential	£30,000	Not committed	Developer contributions / ECC capital / Bus companies	Developers, Bus operators, Essex County Council	Short - Medium Term
T9	Transport and movement	Bus	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	PT.01 - Increase the frequency of the no.301 to at least one bus every 30 minutes.	Essential	£200,000	Not committed	Developer contributions / ECC capital / Bus companies	Developers, Bus operators, Essex County Council	Medium - Long Term
T10	Transport and movement	Bus	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	PT.02 - Provide Real Time information and timetables at existing stops, and a new stop at the northern edge of Site 015 RES.	Essential	£15,000 per stop	Not committed	Developer contributions / ECC capital / Bus companies	Developers, Bus operators, Essex County Council	Medium - Long Term
T11	Transport and movement	Highways	District Wide	All	Strategic Road Network - A moderate intervention on the Birchanger roundabout – J8 of the M11. This intervention would utilise existing highway or highway land and would provide extra capacity on the B1256 exit (to Takeley) to relieve queuing on the junction.	Important for placemaking	Up to approx. £2,000,000	Not committed	Developer contributions	Developers, Essex County Council, National Highways	TBC
T12	Transport and movement	Highways	North Uttlesford	Saffron Walden	Saffron Walden Estate road - Policy requirement for a new multi-modal through route to serve as the main access through the strategic sites within Saffron Walden	Essential	TBC	Not committed	Part of development cost	Developers	Medium - Long Term
T13	Transport and movement	Highways	North Uttlesford	Saffron Walden	Junction improvements (TM.06) - Reconfiguration (Fairycroft Road – Common Hill – Hill Street): Remove left turn movement from Fairycroft Road to Common Hill and from Hill Street to Common Hill (except for buses) to enable the creation of a priority give-way junction in place of the current roundabout	Essential	£35,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term

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T14	Transport and movement	Highways	North Uttlesford	Saffron Walden	Junction Improvements (TM.07) – Traffic Signals (London Road – Audley Road): Provision of signals at the junction of Audley Road and London Road	Essential	£500,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T15	Transport and movement	Highways	North Uttlesford	Saffron Walden	Junction Improvements (TM.08)) – Traffic Signals (London Road – Newport Road): Provision of signals at the junction of Audley End Road / Newport Road / London Road / Borough Road.	Essential	£120,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T16	Transport and movement	Highways	North Uttlesford	Saffron Walden	Junction Improvements (TM.09) – Traffic Signals (Radwinter Road): Provision of signals at the junction of Radwinter Road and Leverett Way.	Essential	£150,000 - £500,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T17	Transport and movement	Highways	North Uttlesford	Saffron Walden	Junction Improvements (TM.10) – Traffic Signals (Thaxted Road – Peaslands Road): Provision of signals at the junction of Thaxted Road and Peaslands Road (set to be delivered through committed scheme) but also include left turn filter for westbound traffic	Essential	£115,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T18	Transport and movement	Highways	North Uttlesford	Saffron Walden	Junction Improvements (TM.13) – Traffic Signals (Windmill Hill): Provision of signals at the junction of Windmill Hill (B184) and Bridge Street. Provide priority access to New Pond Lane (for access to Swan Meadow). Minimise inter-green time for northbound traffic	Essential	£150,000 - £500,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T19	Transport and movement	Highways	North Uttlesford	Saffron Walden	Signage of strategic movements (TM.25) - Promote the use of Peaslands Road – Mount Pleasant Road – Borough Lane – Debden Road for strategic east-west movements	Essential	£10,000 - £25,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term

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T20	Transport and movement	Highways	North Uttlesford	Saffron Walden	One Way Traffic (TM.15) - Make Borough Lane one-way (westbound) between Debden Road and Newport Road	Essential	£40,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T21	Transport and movement	Highways	North Uttlesford	Saffron Walden	One Way Traffic (TM.17) - Make Debden Road one-way (southbound) between London Road and Borough Lane	Essential	£35,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T22	Transport and movement	Highways	North Uttlesford	Saffron Walden	Junction improvements (TM.27) - Provision of signals at the junction of East Street and Audley Road	Essential	£125,000 - £500,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T23	Transport and movement	Highways	North Uttlesford	Saffron Walden	Saffron Walden High Street, Slade Bridge - to replace the current bridge deck which is in a weakened condition and requires replacing, and to carry out repairs to the adjoining bridge arches	Important for placemaking	TBC	TBC	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T24	Transport and movement	Highways	South Uttlesford	Great Dunmow	Church End Bridge - There might be a requirement to upgrade the existing highway structure on the B1057. The structure is suitable for the car development traffic – but intervention may be required to provide a bus route over the structure.	Essential	£250,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T25	Transport and movement	Highways	South Uttlesford	Great Dunmow	HC.01 - B1008/ B1057: Widening to provide turn pockets/ flare at all approaches together with the signalisation of the junction.	Essential	£750,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T26	Transport and movement	Highways	South Uttlesford	Great Dunmow	HC.02 - B1256 /Braintree Road: Signalisation of the junction.	Essential	£750,000 - £1,000,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
T27	Transport and movement	Highways	South Uttlesford	Great Dunmow	HC.03 - B1256 / Station Road: Signalisation of the junction.	Essential	£750,000 - £1,000,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T28	Transport and movement	Highways	South Uttlesford	Great Dunmow	HC.04 - Dunmow South Interchange (southern junction): Chelmsford Road Northbound and A120 off-slip approach arms widened to allow for separate left-turn lane.	Essential	£750,000	Not committed	Developer contributions / potentially other funding such as bids	Essex Highways, National Highways, Developers	Medium - Long Term
T29	Transport and movement	Highways	South Uttlesford	Great Dunmow	HC.05 - Parsonage Downs / B1008: Parsonage Downs approach arm widened with left-turn flare.	Important for placemaking	£750,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T30	Transport and movement	Highways	South Uttlesford	Great Dunmow	HC.06 - Flich Industrial Estate / Chelmsford Road: Estate approach arm widened with left-turn flare.	Important for placemaking	£750,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T31	Transport and movement	Highways	South Uttlesford	Great Dunmow	HC. 07 - B1256 / Blackwater Drive: B1256 approach arms widened to two-lane entry.	Important for placemaking	£750,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T32	Transport and movement	Highways	South Uttlesford	Takeley	B1256 / Tilekiln Green (HC.01): Tilekiln Green approach widened to add left-turn flare together with the signalisation of the junction.	Essential	£750,000 - £1,000,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Essex Highways	Medium - Long Term
T33	Transport and movement	Highways	South Uttlesford / Stansted Mountfitchet and Elsenham	Stanstead Mountfitchet, Takeley, Great Dunmow	Strategically planned improvements to M11 Junction 8	Important for placemaking	TBC	Not committed	TBC	National Highways, Essex County Council	TBC
T34	Transport and movement	Highways	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	HC.01 - B1383 / Gipsy Lane: Widening to provide turn pockets / flare at all approaches together with the signalisation of the junction at Gipsy Lane.	Essential	£750,000 - £1,000,000 subject to further feasibility assessment	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
T35	Transport and movement	Highways	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	A120 / B1383 Junction improvements, Uttlesford growth may result in minor changes to this project which is being delivered to serve development in Bishops Stortford North	Essential	£5,000,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	TBC
T36	Transport and movement	Public transport	South Uttlesford	Takeley	PT.01 - Increase the frequency of services, particularly those to Stansted Airport and Bishop's Stortford.	Essential	£500,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Bus operators, Essex County Council	Medium - Long Term
T37	Transport and movement	Public transport	Thaxted and Rural and North Uttlesford	Great Chesterford	Information (PT.01) - Provision of RTI displays within development. Train service information should also be provided.	Essential	£10,000	Not committed	Developer contributions / potentially other funding such as bids	Developers	Medium - Long Term
T38	Transport and movement	Railways	District Wide	All	Increase rail capacity on the West Anglia Line to accommodate an additional 4,200 peak hour passengers by 2043	Important for placemaking	TBC	TBC	Network Rail	Network Rail, Train Operating Companies	Short - Long Term
T39	Transport and movement	Walking and cycling	North Uttlesford	Saffron Walden	Contra flow cycle lane (Debden Road) (CY.32) - Provide a contra-flow cycle lane between London Road and Mount Pleasant Road (Dependant on scheme TM.17)	Important for placemaking	£125,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T40	Transport and movement	Walking and cycling	North Uttlesford	Saffron Walden	Pedestrian Crossings (WK.04) – major junctions (town wide): Provide raised tables and widen the crossing points for pedestrians	Important for placemaking	£300,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T41	Transport and movement	Walking and cycling	South Uttlesford	Great Dunmow	WC.01 - Develop continuous traffic free cycle route between the development and the town centre via the River Chelmer.	Essential	£1,500,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T42	Transport and movement	Walking and cycling	South Uttlesford	Great Dunmow	WC.02 - Develop shared use path via Church Street in Church End, then south-west along Church Street to the bottom of Lime Tree Hill before heading south over the playing fields to	Essential	£2,000,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
					the Great Dunmow Recreation Ground and The Causeway.						
T43	Transport and movement	Walking and cycling	South Uttlesford	Great Dunmow	WC.03 - Provide signalised crossing of Church End and narrow the carriageway to one lane to enable a segregated shared-use path connection to an off-road route parallel to the river.	Essential	£250,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T44	Transport and movement	Walking and cycling	South Uttlesford	Great Dunmow	WC.04 - Reduce the speed limit on Broadway from 60mph to 30mph in stretches where proposed strategic allocations are and introduce street lighting and speed reduction features.	Essential	£50,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T45	Transport and movement	Walking and cycling	South Uttlesford	Takeley	Cycle route to Stansted Airport interchange - Delivery of a cycle route along Parsonage Road and into, and across, the airport site. The route is circa 1.8km long and will require a number of at grade crossings of airport access roads	Essential	£5,500,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex Highways, Stansted Airport	Medium - Long Term
T46	Transport and movement	Walking and cycling	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Provide a fully segregated and continuous cycle link between the sites and the station.	Essential	£2,000,000	Not committed	Developer contributions / Department of Transport Active Travel Funding	Developers, Essex County Council	Medium - Long Term
T47	Transport and movement	Walking and cycling, public transport	North Uttlesford	Saffron Walden	A multi-modal mobility / transport hub providing travel choice information with access to bus services, bike scheme hire, cycle parking and potentially the electric car-club. The 'hub' will have connections to the walking and cycling infrastructure	Essential	£50,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
					on the site and be located close to local services.						
T48	Transport and movement	Walking and cycling, public transport, roads	North Uttlesford	Saffron Walden	Provision of shared mobility scheme including e-car clubs, e-bike hire and other interventions within proposed strategic allocations	Essential	£500,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T49	Transport and movement	Walking and cycling, public transport, roads	South Uttlesford	Great Dunmow	A multi-modal mobility / transport hub providing travel choice information with access to bus services, bike scheme hire, cycle parking and potentially the electric car-club. The 'hub' will have connections to the walking and cycling infrastructure on the site and be located close to local services.	Important for placemaking	£50,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Medium - Long Term
T50	Transport and movement	Walking and cycling, public transport, roads	South Uttlesford	Great Dunmow	Provision of shared mobility scheme including e-car clubs, e-bike hire and other interventions within proposed strategic allocations	Essential	£500,000	Not committed	Developer contributions / potentially other funding such as bids	Developers, Essex County Council	Short - Medium Term
T51	Transport and movement	Walking and cycling, public transport, roads	South Uttlesford	Takeley	A multi-modal mobility / transport hub providing travel choice information with access to bus services, bike scheme hire, cycle parking and potentially the electric car-club. The 'hub' will have connections to the walking and cycling infrastructure on the site and be located close to local services.	Essential	£50,000	Not committed	Developer contributions	Developers, Essex County Council	Medium - Long Term
T52	Transport and movement	Walking and cycling, public transport, roads	South Uttlesford	Takeley	A multi-modal mobility hub will be provided on the employment allocation A120 Stortford Road.	Essential	£50,000	Not committed	Developer contributions	Developers, Essex County Council	Medium - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
T53	Transport and movement	Walking and cycling, public transport, roads	South Uttlesford	Takeley	Takeley through-route - Policy requirement for a new multi-modal through route between Stortford Road and Parsonage Road, to serve as the main access through the strategic site	Essential	TBC	Not committed	Part of development cost	Developers, Essex County Council	Medium - Long Term
T54	Transport and movement	Walking and cycling, public transport, roads	South Uttlesford	Takeley	Provision of shared mobility scheme including e-car clubs, e-bike hire and other interventions within proposed strategic allocations	Essential	£1,000,000	Not committed	Developer contributions	Developers, Essex County Council	Short - Medium Term
T55	Transport and movement	Walking and cycling, public transport, roads	Stansted Mountfitchet and Elsenham	Elsenham	Provision of shared mobility scheme including e-car clubs, e-bike hire and other interventions within proposed strategic allocations	Essential	£170,000	Not committed	Developer contributions	Developers, Essex County Council	Short - Medium Term
T56	Transport and movement	Walking and cycling, public transport, roads	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Provision of shared mobility scheme including e-car clubs, e-bike hire and other interventions within proposed strategic allocations	Essential	£250,000	Not committed	Developer contributions	Developers, Essex County Council	Short - Medium Term
U1	Utilities	Broadband and Telecomms	District Wide	All	Multiple commercial broadband projects by Open Reach and Gigaclear- Both are conducting an 'aggressive' campaign to increase 5G provision across Essex.	Important for placemaking	TBC	Funded	Mobile operator, developer, ECC	Open Reach and Gigaclear	TBC
U2	Utilities	Broadband and Telecomms	District Wide	All	Essex and Herts Innovation Core- Scheme for Essex and Herts- aims to provide full fibre broadband to GP surgeries. Homes within 200m of the GP surgery will benefit. Out of 54 sites, 15 will be in Uttlesford.	Important for placemaking	£1,500,000	Funded	Open Reach to NHS premises	NHS, ECC	TBC
U3	Utilities	Broadband and Telecomms	District Wide	All	DCMS - project Gigabit-National project- £5 billion investment on fibre. Essex expected to be served by BDUK issued vouchers for urban areas and a cross regional framework contract (type C) for rural areas.	Important for placemaking	£5,000,000,000	Funded	Government funding	Dept for Culture, Media and Sport, Building Digital UK (BDUK)	Medium Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
U4	Utilities	Broadband and Telecomms	District Wide	All	Super Fast for Rural Businesses - This will help rural businesses gain access to super fast broadband	Important for placemaking	£9,000,000	Funded	Government funding	ECC, mobile operators	Short term
U5	Utilities	Broadband and Telecomms	District Wide	All	Super Fast Essex Phase 3 - serving 4,600 premises with superfast broadband	Important for placemaking	£1,700,000	Funded	Government funding, ECC	Gigaclear	Short term
U6	Utilities	Broadband and Telecomms	District Wide	All	DCMS Shared Rural Network programme to level up mobile coverage across the UK working with the four mobile network operators	Important for placemaking	£1 Billion	Funded	Government funding	EE, Three VMO2 and Vodafone	Medium Term
U7	Utilities	Electricity Supply	North Uttlesford	Saffron Walden	Network reinforcement to accommodate the needs of new development - additional connection to Saffron Walden Primary sub station	Essential	£500,000 - £1,300,000	Not Committed	Developer costs	UKPN	Medium - Long Term
U8	Utilities	Electricity Supply	South Uttlesford	Great Dunmow	Network reinforcement to accommodate the needs of new development - additional circuits	Essential	£800,000 - £2,100,00	Not Committed	Developer costs	UKPN	Medium - Long Term
U9	Utilities	Electricity Supply	South Uttlesford	Takeley	Network reinforcement to accommodate the needs of new development - new primary substation and associated connections	Essential	£6,000,000	Not Committed	Developer costs	UKPN	Long Term
U10	Utilities	Electricity Supply	Stansted Mountfitchet and Elsenham	Elsenham	Network connections to serve new development	Essential	TBC	Not Committed	Developer costs	UKPN	Short term
U11	Utilities	Electricity Supply	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Network connections to serve new development	Essential	TBC	Not Committed	Developer costs	UKPN	Long Term
U12	Utilities	Waste Water	North Uttlesford	Saffron Walden	Upgrades to Sewerage system capacity to provide for new dwellings and employment sites	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Thames Water, Anglian Water	Short - Long Term
U13	Utilities	Waste Water	South Uttlesford	Great Dunmow	Upgrades to Sewerage system capacity to provide for new dwellings and employment sites	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Thames Water, Anglian Water	Short - Long Term

Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase ¹
U14	Utilities	Waste Water	South Uttlesford	Takeley	Upgrades to Sewerage system capacity to provide for new dwellings and employment sites	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Thames Water, Anglian Water	Short - Long Term
U15	Utilities	Waste Water	Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	Upgrades to Sewerage system capacity to provide for new dwellings and employment sites	Essential	TBC	Not Committed	Developer charges by Water Companies	Developers, Thames Water, Anglian Water	Short - Long Term
U16	Utilities	Water Supply	District Wide	All	Provision of increased Water Supply Capacity to meet demands of new development through delivery of Strategic Resource Options	Essential	TBC	Funded	Developer charges by water companies	Developers, Affinity Water	Short - Long Term
W1	Waste management	Landfill	South Uttlesford	Little Canfield	Strategic site allocations - L(n)7R (Little Bullocks Farm) - Inert land fill site	Important for placemaking	TBC	TBC	TBC	Essex County Council	Long Term
W2	Waste management	Recycling	South Uttlesford	Little Canfield	Strategic site allocations - W32 (Crumps Farm) - Inert waste recycling facility	Important for placemaking	TBC	TBC	TBC	Essex County Council	Long Term
W3	Waste management	Recycling	Stansted Mountfitchet and Elsenham	Elsenham	Strategic site allocations - W8 - Inert waste recycling facility	Important for placemaking	TBC	TBC	TBC	Essex County Council	Long Term
W4	Waste management	Recycling	North Uttlesford	Newport Quarry	Strategic site allocations - L(i)17R (Newport Quarry) - Inert waste recycling facility	Important for placemaking	TBC	TBC	TBC	Essex County Council	Long Term
W5	Waste management	Recycling	South Uttlesford	All	Potential amendments to Saffron Walden Recycling Centre to increase capacity	Important for placemaking	TBC	TBC	TBC	Essex County Council	TBC
W6	Waste management	Recycling	South Uttlesford	Great Dunmow	Remobilisation of Great Dunmow Waste Transfer station	Important for placemaking	£40,000 - £75,000	TBC	TBC	Essex County Council	TBC

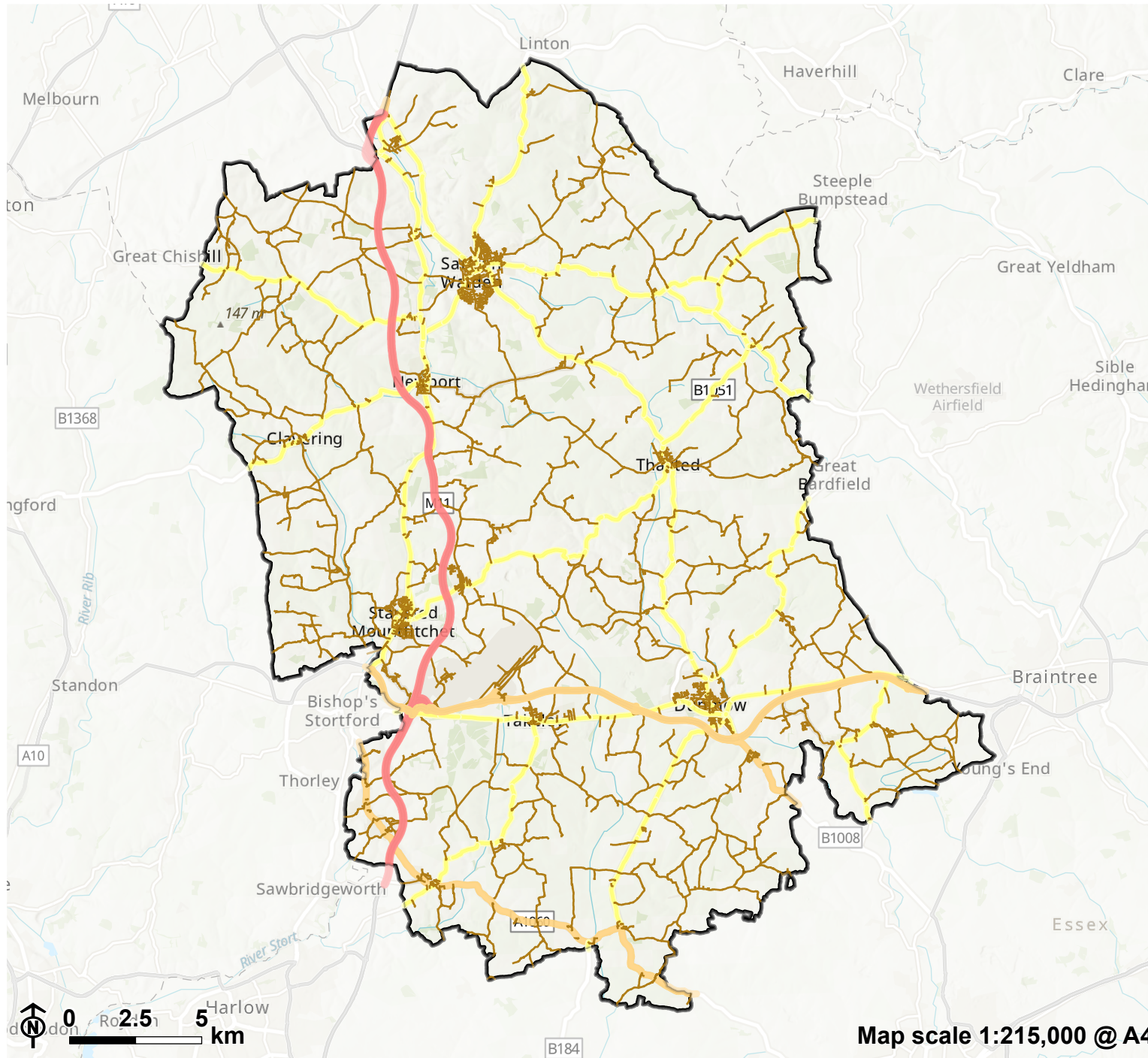
Appendix D

Figures

D.1 The following pages include topic-specific figures showing the current infrastructure provision in Uttlesford



**Figure D-1: Transport
infrastructure**



Uttlesford District Council

Roads

M11

A Road

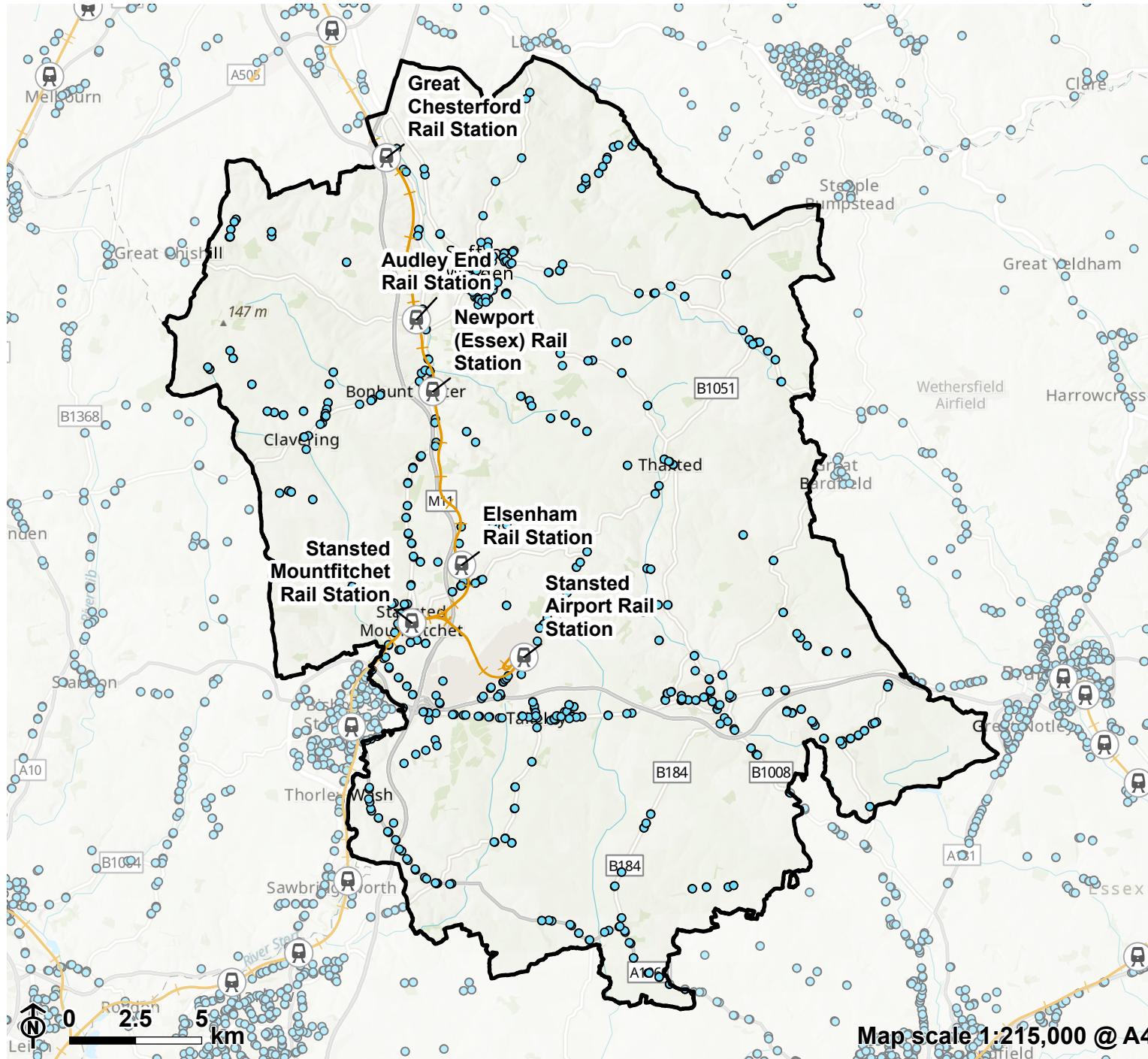
B Road

Other Road

Map scale 1:215,000 @ A4



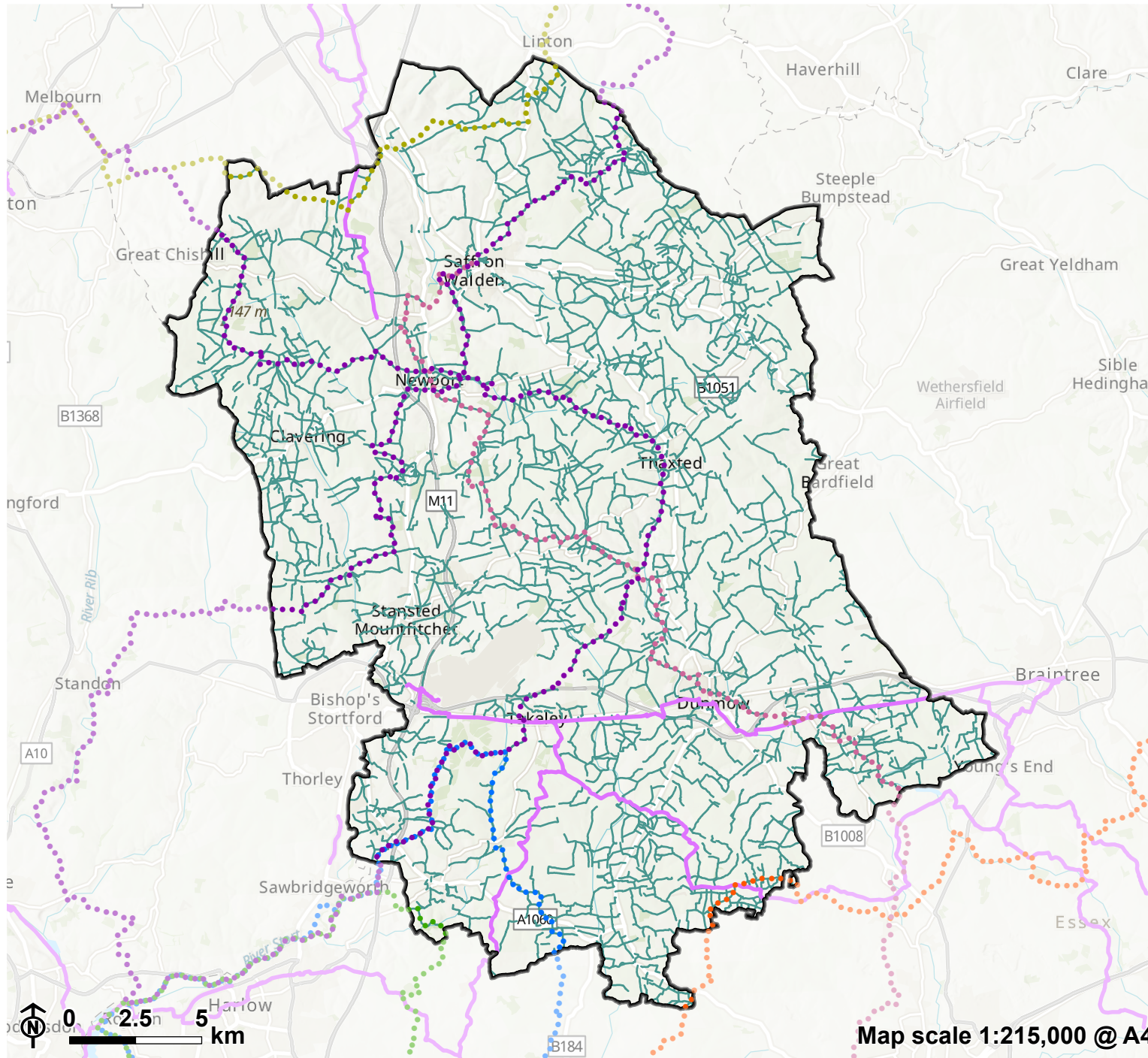
**Figure D-2: Transport
infrastructure**



- Uttlesford District Council
- Bus stop
- Rail station
- Railway

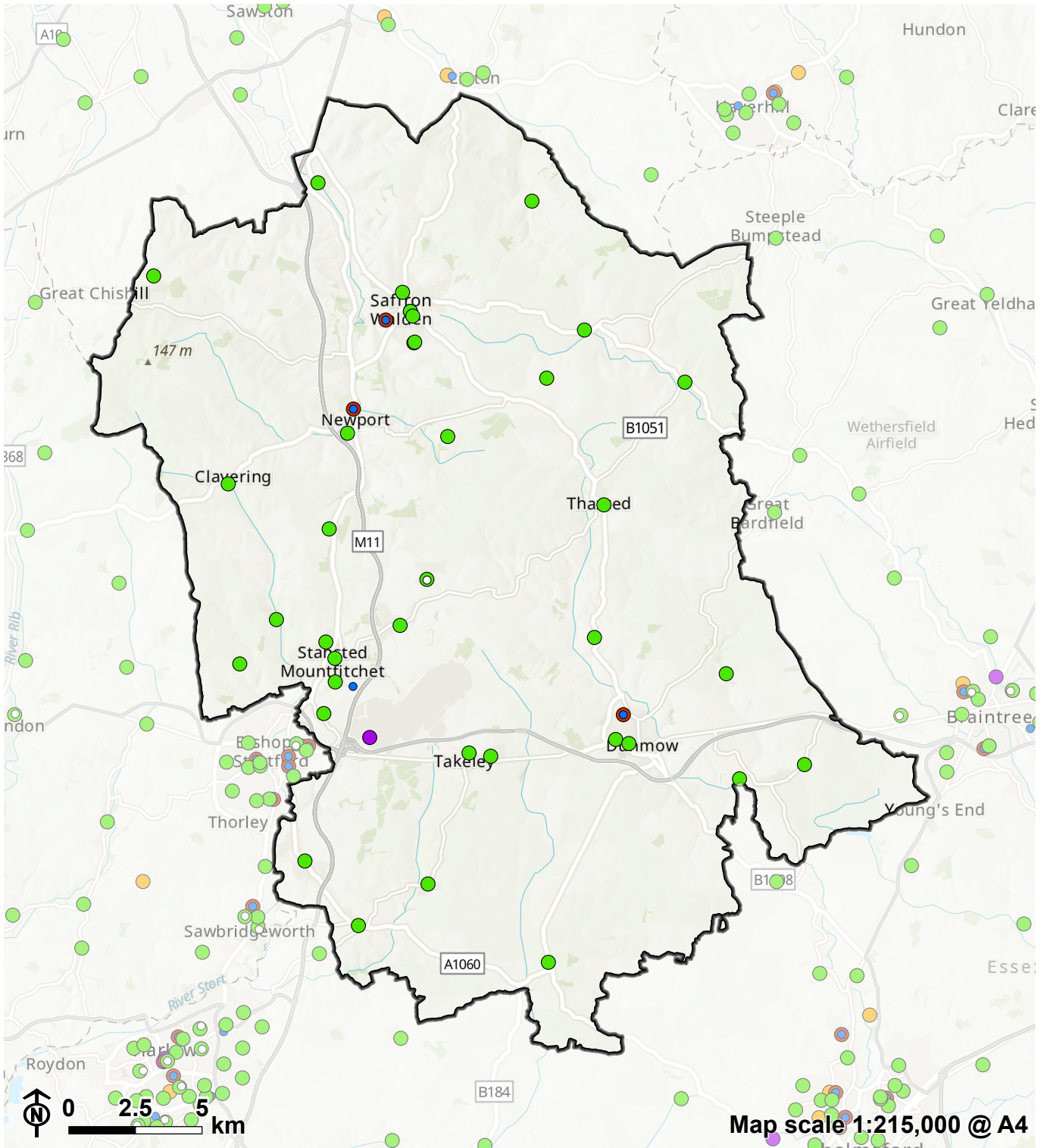


**Figure D-3: Transport
infrastructure**



- Uttlesford District Council
- National Cycle Network
- Public Right of Way
- Long distance walking route
- Essex Way
- Harcamlow Way
- Ickneild Way Trail
- Saffron Trail
- Stort Valley Way
- Three Forests Way

Map scale 1:215,000 @ A4



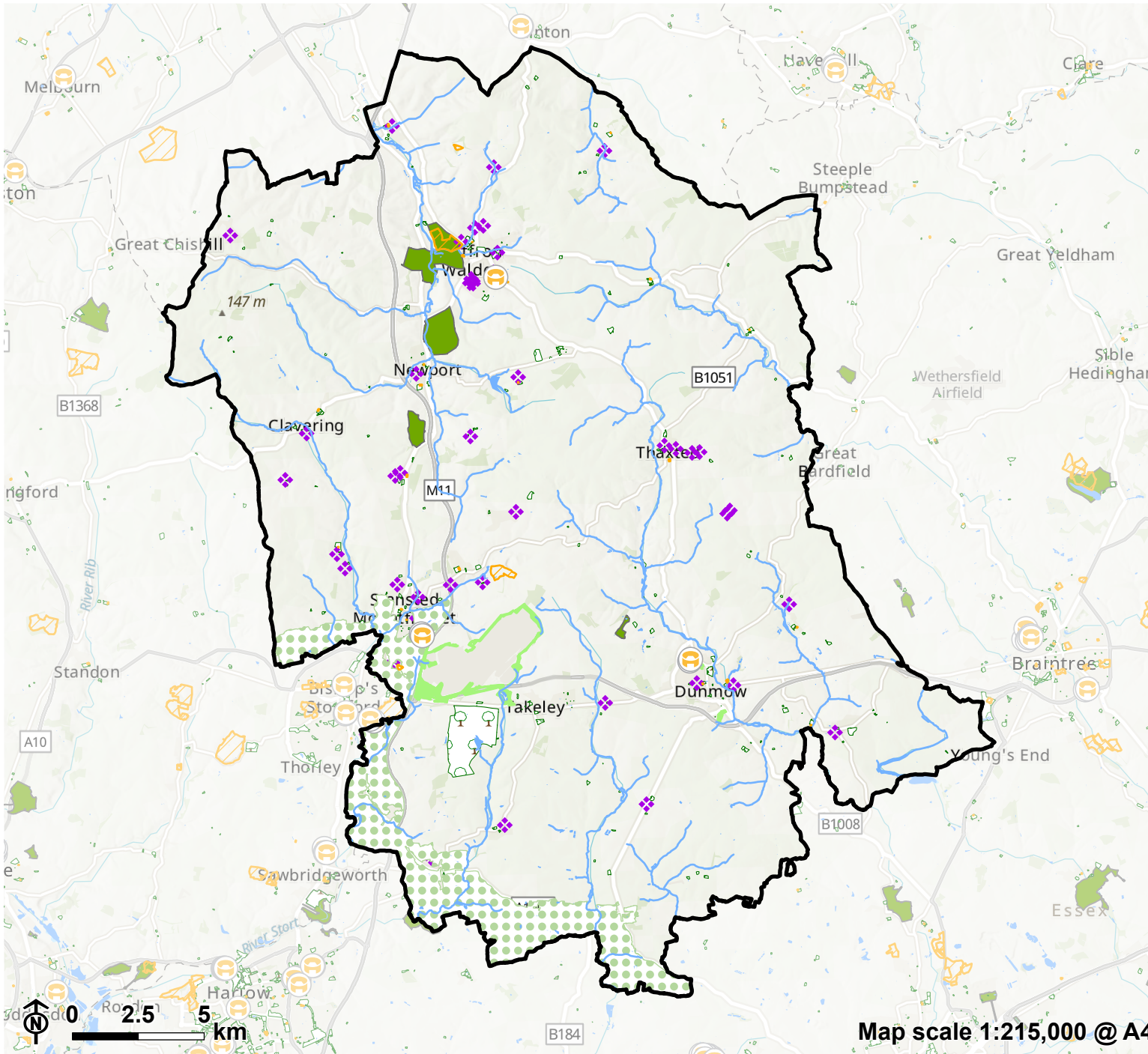
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Figure D-4: Education provision

- Uttlesford District Council
- College
- Primary School
- Secondary School
- Sixth Form
- Special needs education
- Nursery

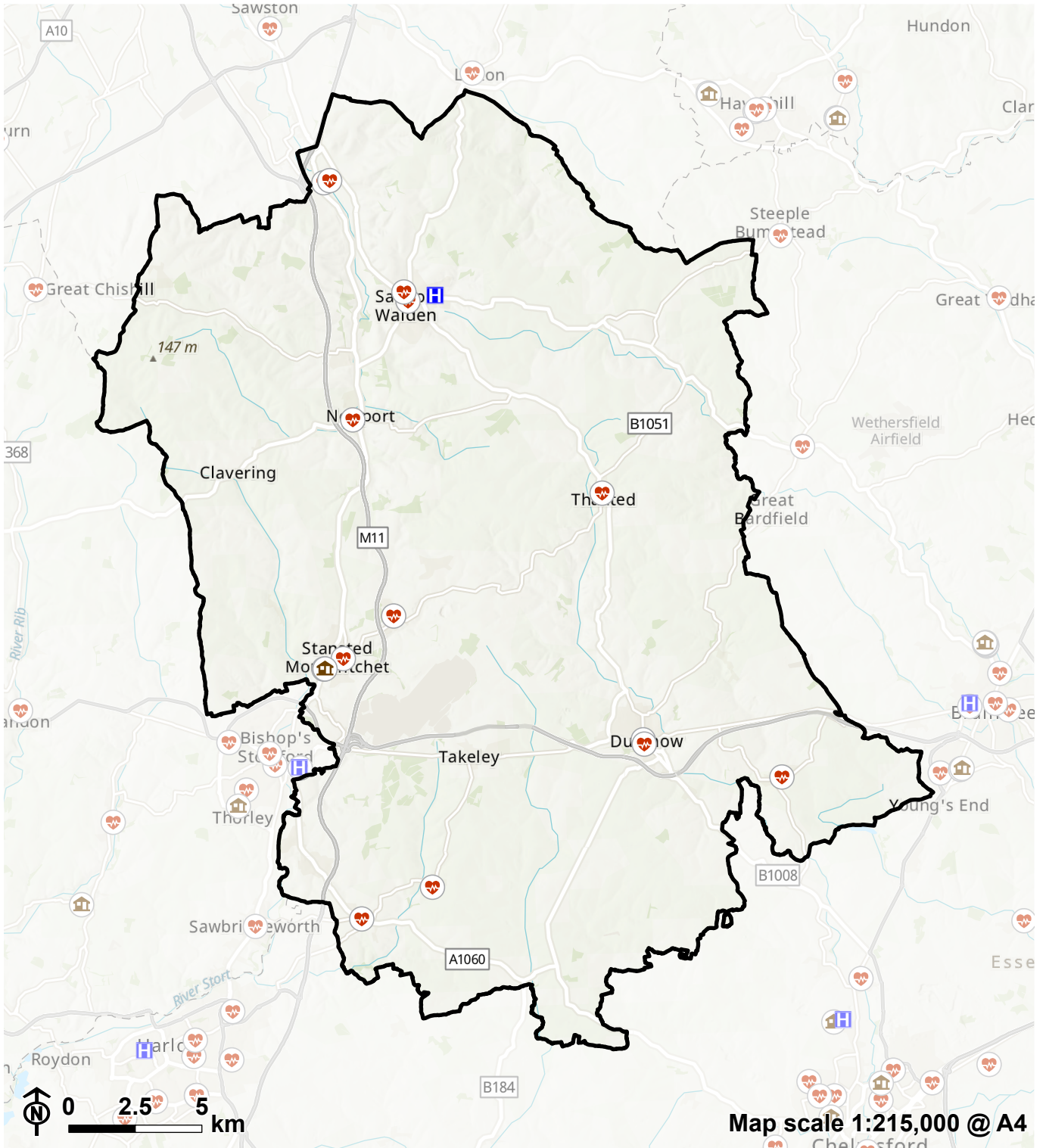
**Figure D-5: Green
infrastructure, open space
and sports**

- Uttlesford District Council
- Allotment
- Indoor sports facility
- Amenity greenspace
- Metropolitan green belt
- Metropolitan green policy
- Outdoor sports facility
- Registered Parks and Gardens
- Waterbodies and watercourses



Map scale 1:215,000 @ A4

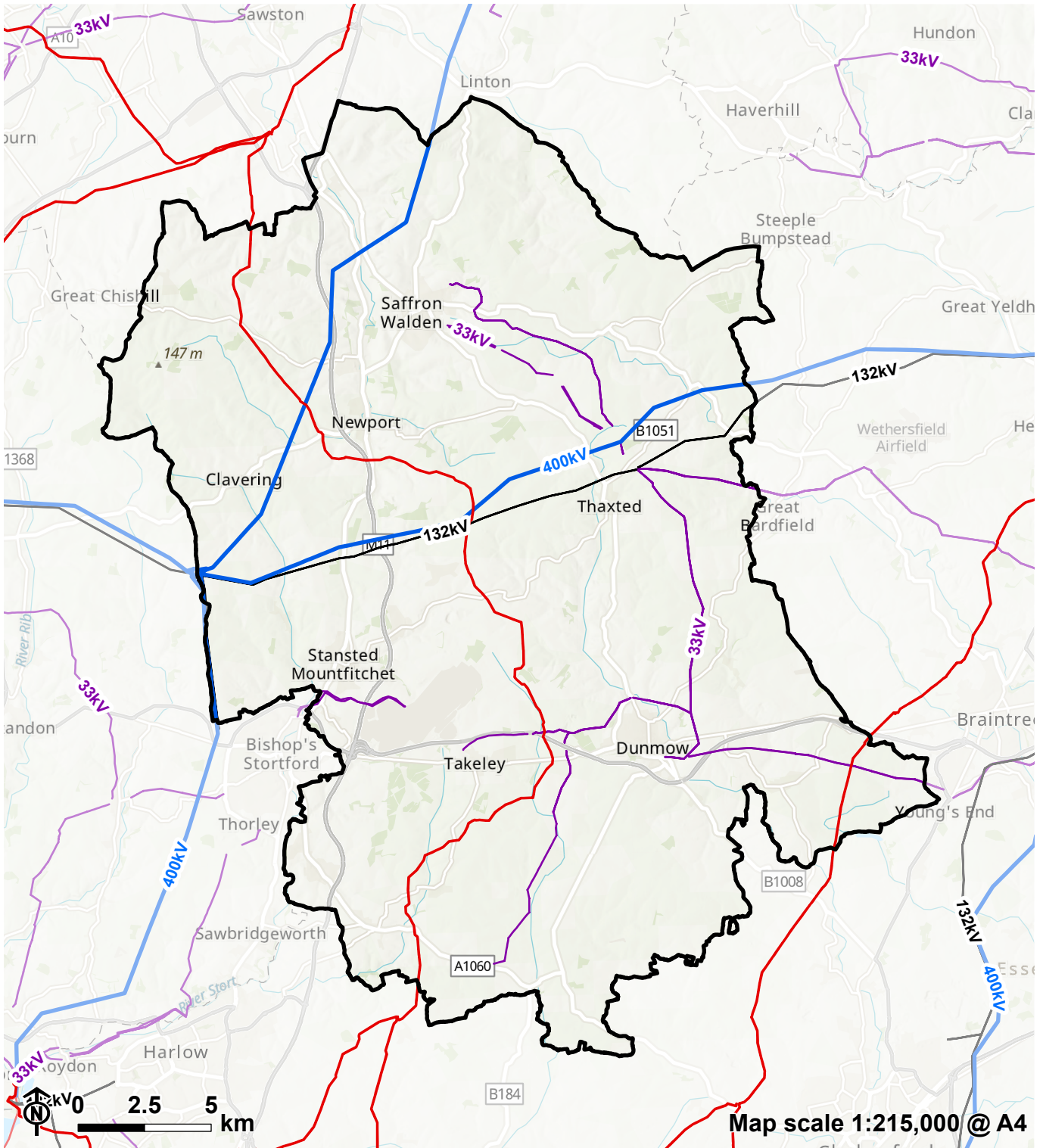
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
Figure D-6: Health and wellbeing

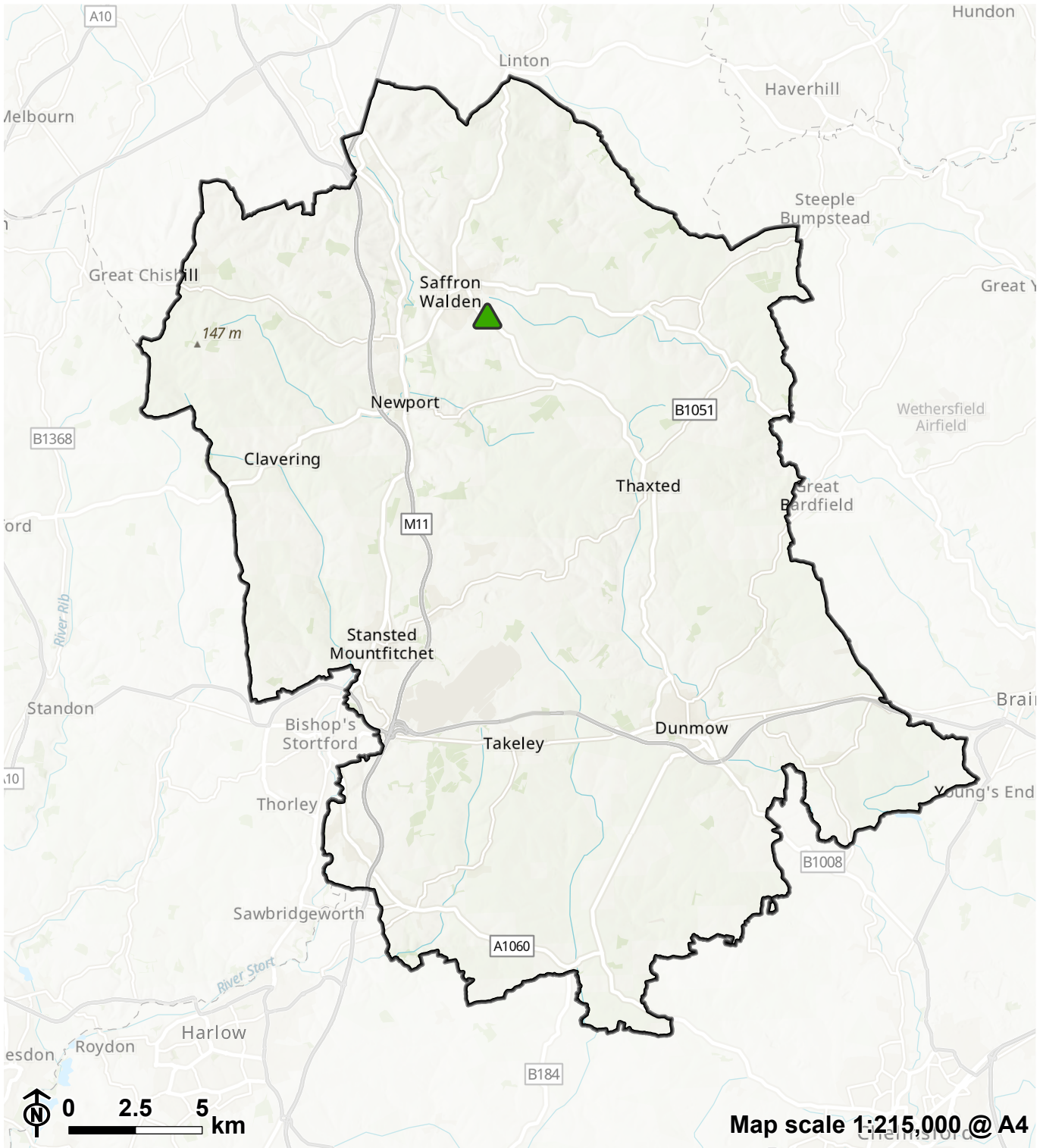
- Uttlesford District Council
- GP and health centre
- Extra care housing
- Hospital



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Figure D-7: Utilities

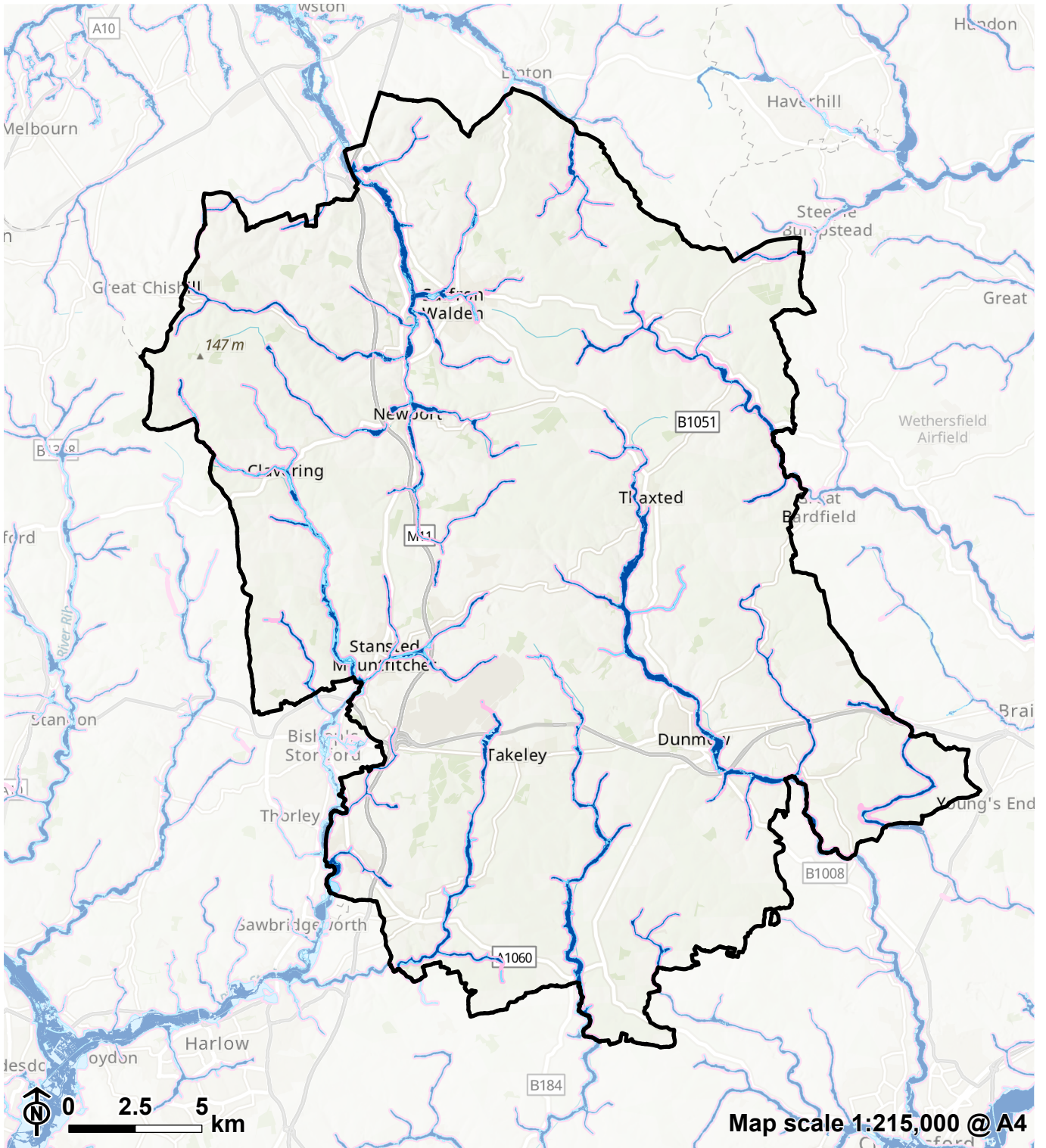
-  Uttlesford District Council
-  400kv Overhead Line (OHL)
-  33kv Overhead Line (OHL)
-  Gas pipeline
-  132kv Overhead Line (OHL)



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Figure D-8: Waste management

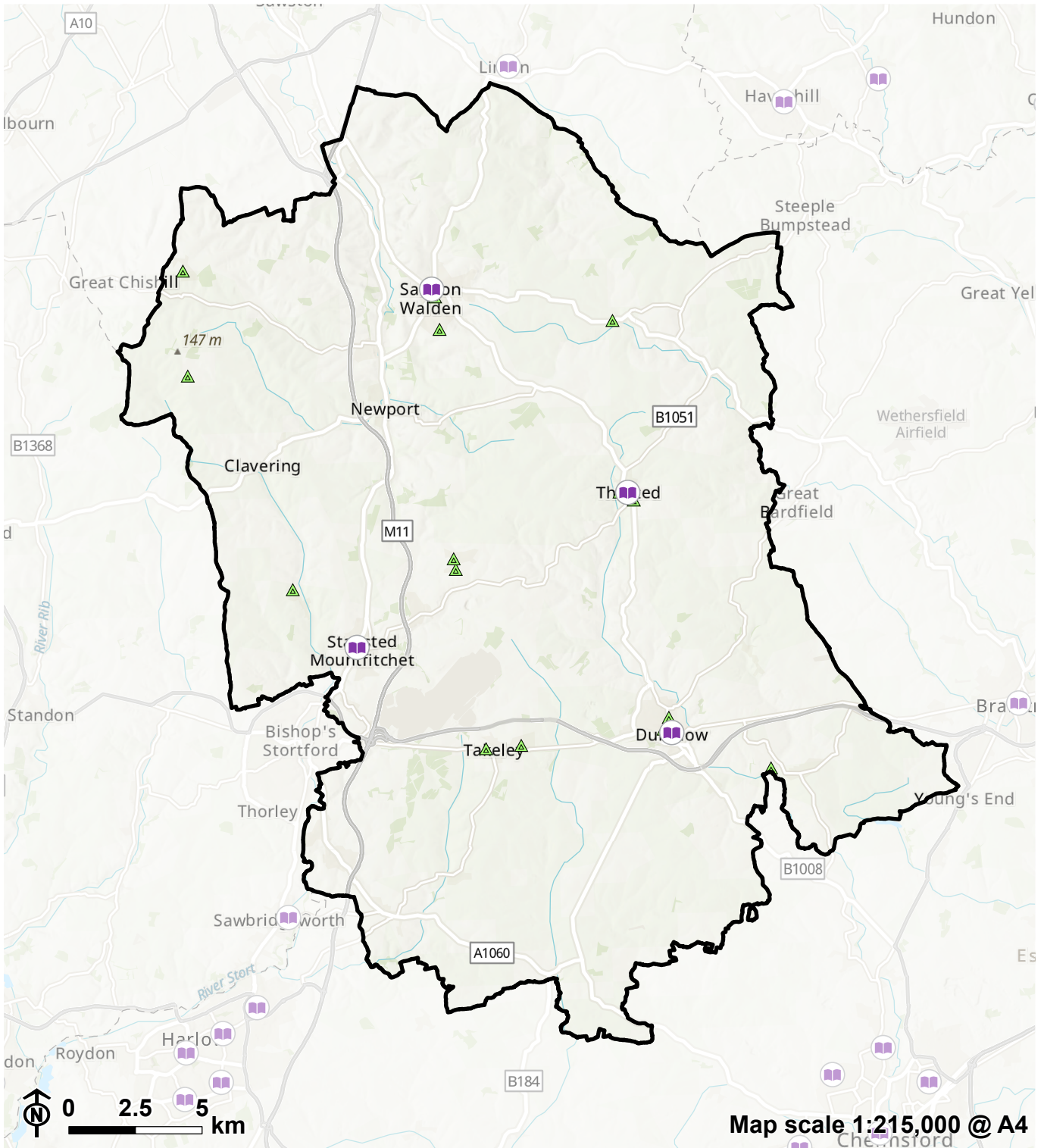
- Uttlesford District Council
- Saffron Walden Recycling Centre



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Figure D-9: Flooding and drainage

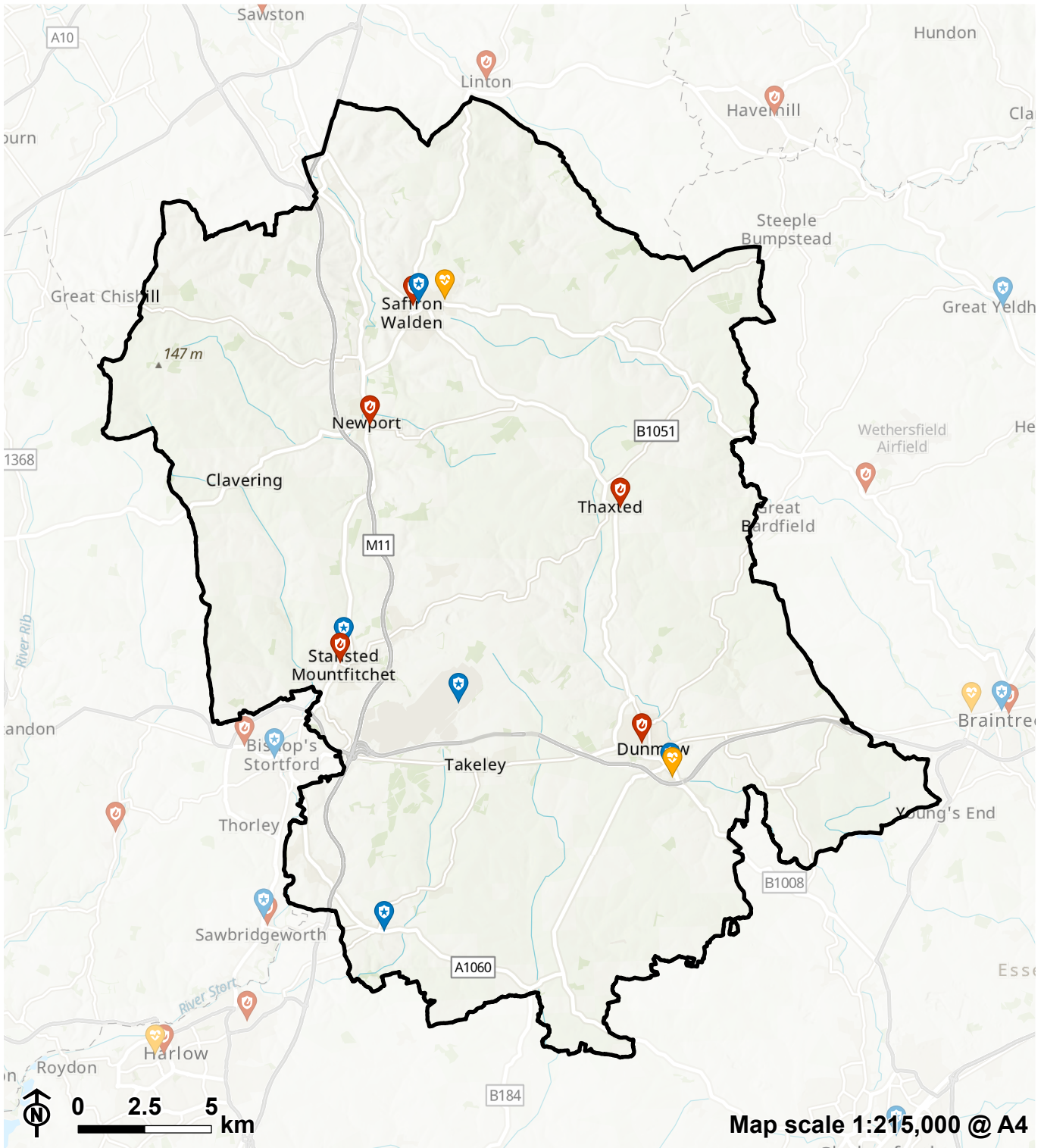
- Uttlesford District Council
- Flood alert area
- Flood zone 2
- Flood zone 3



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Figure D-10: Community

- Uttlesford District Council
- Community centre
- Library



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Figure D-11: Emergency service

-  Uttlesford District Council
-  Fire station
-  Police
-  Ambulance station

Appendix E

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<https://www.nomisweb.co.uk/reports/lmp/la/1946157221/report.aspx>

¹⁴ NOMIS (2023) Labour Market Profile: Uttlesford [online]. Available at:

<https://www.nomisweb.co.uk/reports/lmp/la/1946157221/report.aspx>

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Appendix E
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